

# FLORIDA *Highways*

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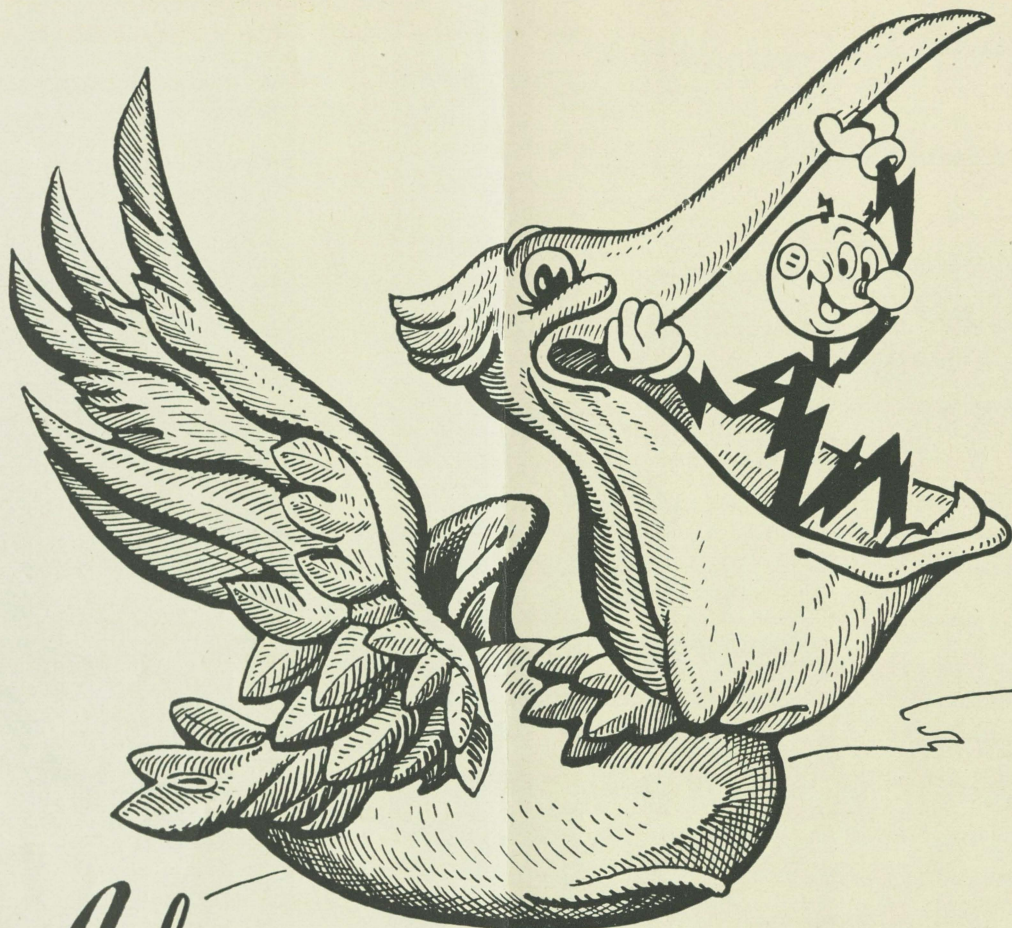


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***Acres of Flowers  
Train that Built a City***



# *When it comes to* **BETTER LIVING**



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**SERVICE TO CUSTOMER, COMMUNITY AND COUNTRY**



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### OUR COVER PICTURE

What's this, a meeting of the judiciary? Possibly, but more probably an executive session of the control committee of Pelicans of the Peninsular State, Inc.—a familiar sight to millions of tourists in Florida each year. Reports by carrier pigeon hint that they're planning a national convention this year, first since the P-51s and B-29s began getting in their feathers in 1942. In this they'll only be following the lead of their non-feathered friends, sometimes called human beings, who have scheduled more than 160 conventions so far this year in Florida. The delegate on the left? Oh, he got voted out.

### EXPLORING STATE TAXES

Governor Caldwell's 15-man tax revision committee, holding its first public hearing in Jacksonville recently, didn't get much time to think about the basic pattern of Florida taxes. Those who appeared before the group were concerned with special kinds of tax relief or redistribution, rather than with helping the committee to think out an overall tax structure with which to replace the crazy-quilt layout which we now have. Perhaps that is to be expected of a public hearing of this nature, but it could not have been of much help to a committee which is obviously trying to do its best.

This is not to minimize the importance of such pleas as that of County Engineer Arthur Sollee, who asked for

more road money for the counties, or the arguments of any of the other witnesses. But Florida's taxes are now a sort of terra incognita, through which only the most intrepid explorer can find his way. What the committee would seem to need now more than anything else are proposals from public-spirited citizens for an over-all tax structure that is simple, consistent and just.—Jacksonville Journal

### J. H. (Ham) DOWLING JOINS FLORIDA EQUIPMENT CO.

Mr. W. S. Richardson, president of Florida Equipment Company of Jacksonville, announces the appointment of Mr. J. H. (Ham) Dowling, former State highway engineer for 13 years and a long time resident of Tallahassee, to represent the company in the following counties: Franklin, Gadsden, Wakulla, Taylor, Dixie, Leon, Madison, and Lafayette.

Among the nationally known road building and construction products that Mr. Dowling will represent for the Florida Equipment Company are: J. D. Adams Company, Athens Plow Company, Buda Company, Blaw-Knox Company, Buckeye Traction-Ditcher Company, J. I. Case Company, Gorman-Rupp Company, Heil Company, Hercules Company, Koehring Company, Kwik-Mix Company, R. G. LeTourneau, Seaman Motors, Shovel Supply Company, Standard Steel Corporation, Standard Steel Works and Schramm Incorporated.

Mr. Dowling will retain his headquarters in Tallahassee.

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STANDARD STEEL WORKS—Asphalt, Distributors, Tar Kettles, Tanks,  
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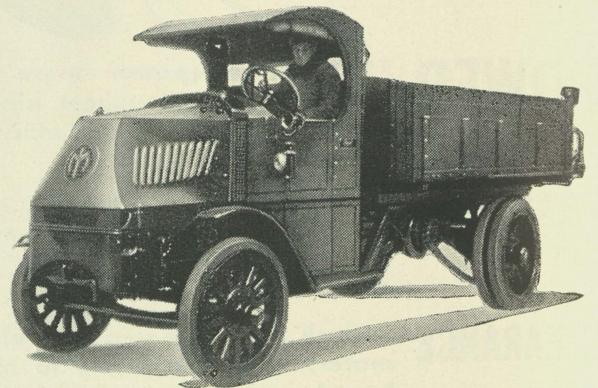
ALLIS-CHALMERS TRACTOR DIVISION, MILWAUKEE 1, U.S.A.



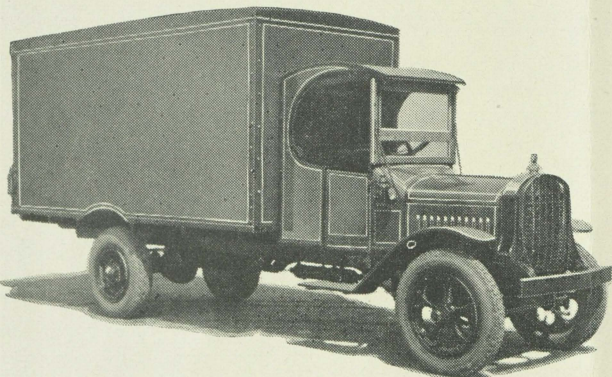
# Half a Century of Truck Progress... A PICTURE HISTORY



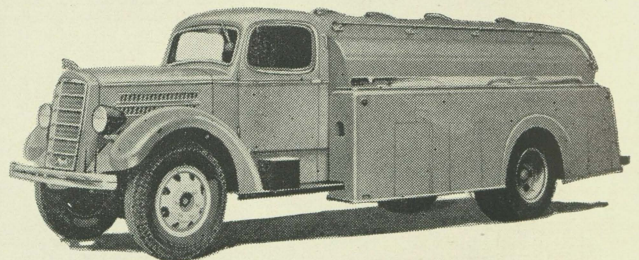
**1906** The first Mack commercial gasoline vehicle was delivered in 1900. It operated as a bus and later as a truck for 17 years. By 1906, the automotive industry's tenth birthday, Mack trucks had many advanced features, including the "high cab" (above), granddaddy of today's cab-over-engine design.



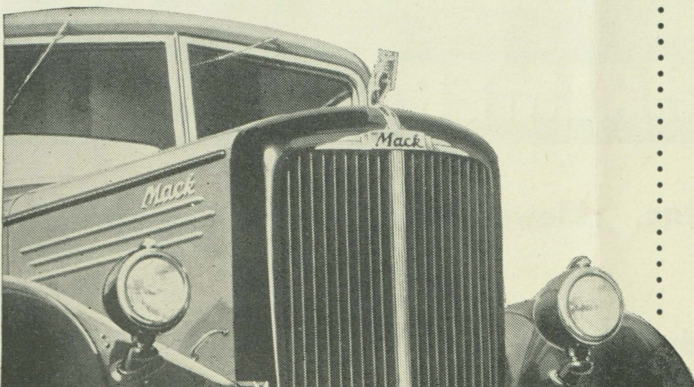
**1916** Ten years later came the famous AC "bulldog" model which made the phrase "built like a Mack truck" a popular synonym for rugged strength. You can still see many of these trucks grinding along through city streets, steadfastly making money for their owners and looking quite at home in modern traffic.



**1926** More powerful engines were being used, and by 1926 pneumatic tires were fast displacing solids and making possible greater road speeds. These progressive trends, plus certain exclusive refinements of Mack engineering, were embodied in the Mack AB.



**1936** An important milestone in truck history was the introduction, in 1936, of the now widely-used Mack EH—a model which surpassed anything previously attained in truck performance.



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FLORIDA HIGHWAYS



# FLORIDA HIGHWAYS

Official Publication of

**State Road Department of Florida—Florida Highway Patrol**  
**Association of County Commissioners—Florida Trucking Association, Inc.**  
Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 14

JUNE 1946

NUMBER 7

JOHN KILGORE, Tallahassee..... Editor  
J. E. ROBINSON, Winter Garden..... Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Permit applied for Tallahassee, Florida.

Notice of change of address should be given to Florida Highways, Winter Garden, Florida, two weeks in advance of the date of publication of the next issue.

**Address all correspondence to Florida Highways—not to individuals.**

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# EDITORIALS

## Florida's Hidden Acres of Diamonds

A famous lecturer once talked on Acres of Diamonds. The precise theme of the lecture we do not recall but it had something to do with the opportunities that exist all around us—in our backyards so to speak. In Florida, enterprising citizens are turning up figurative diamonds in neglected or newly discovered opportunities. One good example is the Lee County gladiolus industry which has produced from a few acres enough wealth to buy a pile of diamonds—two million dollars worth.

A few decades ago it was generally believed that land was good only for growing cotton—plus enough corn to keep the mule from passing away and to keep grits and meal on hand for the family. Flowers were something that grew around the edge of the yard or in a row of pots or cans on the front porch. No one suspected that flowers had any particular value.

In the passing years we have discovered many uses for land. Diversification of farm crops has restored to southern agriculture part of the stability it once enjoyed. Control of erosion has been a big factor. Even land already damaged can be turned to some use: It is no longer abandoned as useless “except to keep Hell from showing through.” Some kind of planting can hold the soil and renew its fertility until it can support trees if not crops. Development of such new crops as tung nut trees and ramie for fibre offer new opportunities.

An increasing number of Floridians have carried diversification to a point where field crops no longer consist of feed and food products. Bulb and fern growing has taken hold. Now serious producers are turning to production of gladioli on an impressive scale.

In this issue of Florida Highways we present some pictures which show how the gladiolus crop is grown, harvested and marketed. The accompanying text carries the important information that gladiolus growing is a specialty that requires knowledge and skill. It is profitable but that does not mean that anyone can launch into the business anywhere in Florida depending on luck to pile up a profit. Not all of Florida's variations in soil and climate are adapted to successful culture of the gladiolus on a commercial scale. The industry has taken hold in the far southern end of the peninsula where favorable soil may be nearly as important as favorable climate.

The significant thing is that this new opportunity has been found and that it is paying dividends. The lesson to be learned is that other opportunities exist elsewhere. Enterprising Floridians all over the State can find new things to do. Each area of the state has its peculiar conditions and advantages. Some counties are exceptionally well adapted to the growth of shade tobacco. In others bright leaf tobacco is grown profitably. Discovery that these two kinds of tobacco produce heavily and profitably in these counties does not indicate that the potential opportunities have been exhausted. On the

contrary, it is likely that other crops which have not yet been tried would do as well and pay as rich a return.

In the history of Florida there are many chapters with the pathetic record of overproduction. When someone has made money out of a crop specialty it has often followed that so many rushed in to share the good thing that prices were driven down and all the profit was squeezed out. Due to the development of new citrus processing and marketing methods this blight has now been wiped out in the citrus belt but there was a time when trees were sacrificed by the thousands because everyone shifted together to grapefruit, to oranges to tangerines and back to grapefruit, trying to catch up with a market which always went in a direction opposite to that taken by the growers. Such a result could be predicted in advance from the natural law of supply and demand: When everyone is producing grapefruit the price drops and the price of oranges goes up because of the scarcity. Farmers have found the same result in respect to watermelons and other truck crops.

As we discover new industries and new crops it would be a mistake to start a stampede into each unexplored field. First, because many would lose money as a result of inexperience and, second, because as soon as the field became overcrowded no one would or could make money.

For those who have the skill, the experience, the facilities and properly located land, gladiolus growing is profitable. For the rest of us, the success of the gladiolus growers serves as an example. It illustrates the point that when we look hard enough for an opportunity we can usually find it.

---

## Florida Becomes a State

The publication of the Florida Centennial Commission entitled Florida Becomes a State is an important permanent record in form that will make it available to students and interested citizens throughout the State for generations.

An important section of the volume is devoted to complete documents and records of the St. Joseph Constitutional Convention and other documents dealing with Florida's statehood. An interesting Foreword on Social Life in Florida in 1845 is from the facile pen of State Librarian William T. Cash. The Introduction and Edited Documents are by Dr. Dorothy Dodd, archivist of the State Library. The volume was published under the direction of the State Library Board.

The Centennial Commission has performed a great service in producing in such readily available form a record of Florida's admission as a State which will remain a valuable and valued mine of source material for writers and students hundreds of years hence.

Every citizen with a deep interest in Florida should have a copy in his library.



# ACRES OF FLOWERS....

Something new under the sun has been discovered in Lee county's almost frost-free section of Southwest Florida—a million dollar industry in a flower so old that its name dates back to the days of ancient Rome.

It's the gladiolus, a flower of exotic beauty which blooms on a yard-long spike that looks like a sword in the budding stage.

'Glad' growing has literally bloomed out overnight in Lee county. Ten years ago there were only a few acres and sales were confined to the local market.

This year there were 1,500 acres in gladioli production in Lee county and increases are planned for next season. More than 1,000 workers are employed.

The glads now go to market all over the United States—even to California despite its claims to being a flower state on its own.

The industry has grown so that it is really more than a million-dollar business. Lee county agent Carl Heuck says that at a conservative estimate the growers in this county grossed two-and-a-quarter million dollars in the season just ended.

## *Millions of Dozens*

You can figure it out for yourself, Heuck says. They sold two and one-fourth million dozen 'glads' on which they grossed not less than \$1 a dozen. The same 'glads', by the way, retailed in florist shops at prices ranging from \$5 to \$8 a dozen.

Before glad growing in Florida became big business, florists depended on hot-house production for winter sales. The cost was high, however, and florists noted that the few blooms obtainable from Florida were of a greatly superior quality.

Among the pioneers in growing gladioli were Donald Alvord and Fred Wesemeyer who operate under the firm name of A & W Bulb Co.

Their first plantings were on the upper west coast of Florida in the Clearwater section and they quickly found that they had discovered a rich new business.

There was one trouble, however, because of frost damage that wiped out the tender flowers. In a busi-

ness-like way they started looking for a warmer section, studying U. S. weather bureau records.

This led them to the Iona section of Lee county where they are still leaders in the business, although a half-dozen other large firms have subsequently moved in.

The harvest season for Lee county's 'glads' begin about mid-December and extends through the middle of April.

There is much preparatory work, however. For one thing, two seasons are required to produce those gorgeous blooms.

One whole season is taken up in nursing the seed, a tiny bulblet, into a full-grown bulb—something like producing an onion set from seed.

In the second season the bulbs are ready to send up the spike-like stalks that bud into blossoms.

And here is an oddity—despite the millions of gladioli grown in Lee county, you almost never see one blooming in the field.

## *Harvesting is Timed*

This is because the stalks are harvested just before the buds begin to open. Harvesting and shipments are timed so that the blossoms are

starting to unfold when they reach the florist shop.

Workers cut the long stalks off at ground level when they are ready for harvesting. More workers in the packing houses bundle them into dozens and pack them in long hampers. Always in handling and shipping the stalks are kept upright to prevent them from drooping and curling.

County Agent Heuck says that Lee county has become the gladiolus growing center of the United States and that it produces one-third of the 'glads' raised in Florida.

Heuck wouldn't be surprised if 'glad' growing doesn't someday replace winter vegetable and citrus production as the largest farming activity in Lee county.

"More and more growers are turning to glad production," he points out, "and the acreage is increasing every year. Moreover, growers are improving their present fields in a scientific way with tiling and soil building."

The gladiolus industry was curtailed in activity during the war. In those days, Lee county glad growers cut down on flower acreage and



Harvesting gladioli from the fields in Lee County. Sword-like spikes are cut off at the ground before the buds open and are bundled for hauling to the packing house.



switched to vegetable growing to help feed an allied world at war. Because enlightened leaders recognized the value of flowers as a morale builder for a work-weary nation, they continued, however, to supply markets as best they could.

Transportation, of course, was a massive headache in those days because speed in getting the flowers to market is essential. Speed, and not refrigeration, is the method relied on by growers in shipping the glads to faraway markets. Actually, the flowers in a northern florist's window may have been growing in a sunny Florida field only a few hours ago.

#### *Ship By Air*

Up to now the bulk of Lee county's crop has been moved to market by rail express but, with the end of the war, growers are looking to air freight as the answer to their problem. During the past season Lee growers moved a sizeable portion of their crop to market by airplane.

Shipment by airplane is almost essential on long distances, such as sending them to market in California.

Lee county growers, by the way, are rather proud of their "coals to Newcastle" shipments of flowers to flowery California.

For one reason or another, California grows few gladioli. In fact, Florida seems to be the big producer of winter 'glads'. There are spring crops of glads in the Rio Grande area but Florida growers do not consider this serious competition.

'Glads' come in a varied assortment of all colors of the rainbow. There are whites, yellows, reds, lavenders and deep purples—take your choice. The varieties include Primulinus stock, Alice Tiplady, Pendleton, Betty Nuthall and Flaming Sword.

Seventy per cent of all glads sold are the famous salmon-colored Picardy. Other favorites are Minuet, Margaret Beaton, Corona, Bennett, Maid of Orleans and the Charles Dickens.

Gladiolus growing is no business for a novice. From planting to marketing, the grower must have "know how" to make a success. Many a would-be gladiolus grower has been wiped out by picking the wrong location, poor soil, improper irrigation and failure to understand marketing methods.

The success of Lee county growers

is attributed largely to the scientific and intelligent methods they employ. They pick their soil with care, making sure through tests that it is suitable for glowing gladioli. Next, they spend the money necessary to water their fields by drilling artesian wells.

Irrigation and drainage is further assured by spending money on tiling fields. This means that pipelines of hollow tile are laid beneath the soil—either to carry water into the fields in dry season or carry it away

(Continued on page 30)



Sorted and bundled by dozens the gladioli are packed in hampers for shipment by air to the markets.



Gladioli worth about \$1 a dozen at the shipping point and potentially worth \$5 to \$8 a dozen retail at florists shops, are carefully handled in such plants as this.



# TRAIN THAT BUILT A CITY...

Just a half-century ago on April 22, 1896, the first Florida East Coast Railway train bearing passengers chugged into what was then an unknown settlement on the banks of the Miami River, Florida, where only a few families were living. Little did the crew of that first train, or the little group of pioneers who gathered to greet it, realize that they were participating in an event which was to mark the beginning of a great Florida city.

The Florida East Coast Railway had just been extended down through the wilderness to that region. A townsite was being laid out, streets cleared through the tangled tropical growth and lots were being optimistically offered for sale.

Mrs. Julia D. Tuttle, of Cleveland, Ohio, had acquired a large tract of land on the north side of the Miami River in 1891 and moved there to live during the early 90's. The principal other residents of the section were the Brickells, who purchased land on the south side of the river in 1868, moved there four years later, and kept the post office and general store, to which picturesque Seminole Indians frequently came to trade. Small settlements of pioneers existed at Coconut Grove and Lemon City, now portions of Greater Miami.

Henry M. Flagler, who had begun the development of the East Coast

of Florida in 1885 with the purchase of several small railroads in the vicinity of St. Augustine, and the construction of magnificent resort hotels at that point, had been gradually pushing his railroad south down the sparsely inhabited coast. By 1894, the railroad was extended to the shores of Lake Worth, where Flagler built the immense Royal Poinciana Hotel, transformed Palm Beach into a beautiful resort, and on the opposite shore of the lake laid out the city of West Palm Beach.

## *Inaccessible Wilderness*

Still farther south the Biscayne Bay region was still an inaccessible wilderness that could be reached only by boat. Up until 1893, the mail between Palm Beach and Miami was carried by a man on foot, who covered most of the sixty odd miles by walking the lonely ocean beaches as there were no inland trails. It took him a full week to make the round-trip.

Mrs. Julia Tuttle, with true feminine intuition, had visions of a comfortable city rising on the shores of Biscayne Bay, but in order to make her dreams come true a railroad was needed to link this section with the outside world. Henry M. Flagler at the time was preoccupied with his development work at Palm Beach where he was investing millions.

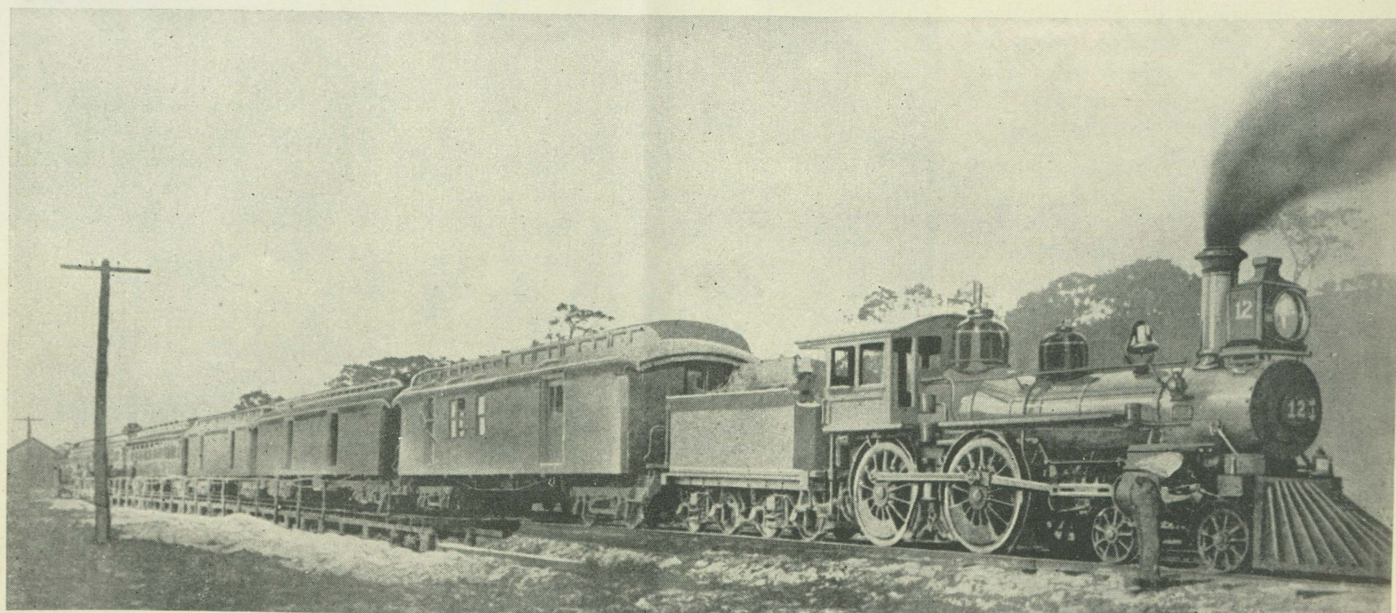
During the winter of 1894-95,

Florida experienced one of its most destructive freezes. It killed orange groves in the northern part of the state, ruined vegetable crops, and nipped the coconut palms as far south as Palm Beach. James E. Ingraham, who had joined the Flagler forces in 1892 and had visited Miami on an exploring trip across the Everglades the same year, immediately set out to learn the extent of the damage. South of Fort Lauderdale he was surprised to find fruit trees and vegetables virtually untouched. He went on to Miami where he called on Mrs. Tuttle and the Brickells, who were anxious to have Flagler extend his railroad down to their properties.

## *Brought Fruit Bloom*

Hurrying back to St. Augustine, Ingraham promptly reported his findings to Flagler, even showing him some of the fresh fruit bloom preserved in damp cotton, as evidence that there had been no killing frost in that section. Flagler's interest was awakened and he immediately arranged to visit Miami in person. The trip from Fort Lauderdale south had to be made by carriage over a trail that could scarcely be called a road. The party reached Miami on a perfect day and by nightfall had thoroughly gone over the ground.

Negotiations between Flagler and



Photograph of the first train to reach Miami 50 years ago. It was the opening of this railroad that stimulated the growth of the Magic City from a tiny village to a great metropolis in record time.

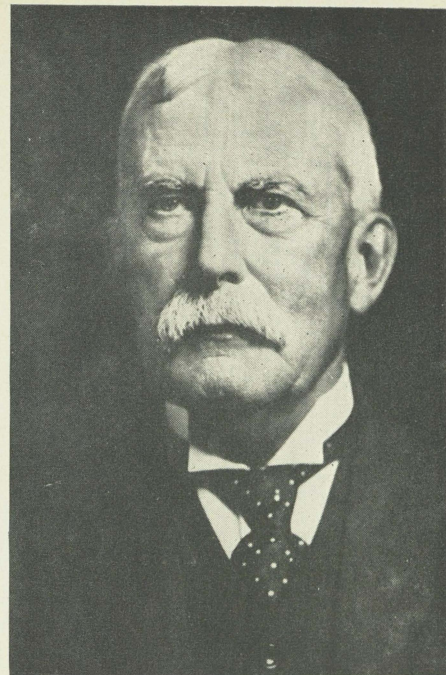


Mrs. Tuttle continued through the spring of 1895. By June a definite agreement was reached whereby Mrs. Tuttle gave Flagler 100 acres of land for a hotel site and other purposes, and each alternate lot in the rest of her holdings, while the Brickells granted each alternate lot from their lands south of the river. Flagler, in return, agreed to extend his railroad down to the Miami River, construct a large resort hotel, clear streets, finance water works, an electric light plant and other improvements.

Work on extending the Florida East Coast Railway south from West Palm Beach, began during the late summer of 1895, and was pushed with all possible speed. It was cut through a virtual wilderness as on one stretch of 52 miles there was but a single habitation. Meanwhile, attracted by the impending development, new settlers began to arrive at Miami, where they had to live in palmetto thatched huts and tents until more substantial buildings could be erected.

Finally on April 15th, 1896, the last section of the new railroad extension was completed and a little freight train arrived with a load of building materials, followed on April 22nd by the first train bearing passengers and the establishment of regular service. In July of 1896, Miami was incorporated with 502 voters and a population of perhaps one thousand. The Royal Palm Hotel went up during the summer and opened for the season of 1897, attracting persons of wealth to the new city. Flagler-financed water works, sewerage system and electric light plant were soon completed.

At first the infant city grew slowly. By 1900 it had a population of 1,681 and the 1910 census showed 5,471. Then its growth became more rapid reaching 29,571 inhabitants in 1920, and 110,637 by 1930. Greater Miami, including Miami Beach and surrounding communities, is now estimated to have in excess of 300,000 residents, making it the most populous in the state.



**Henry M. Flagler, developer of the East Coast and founder of the Florida East Coast Railway for whom Flagler County was named.**



**Part of the Miami skyline today. Miami Beach, with its hundreds of hotels, is across Biscayne Bay. Several other separately incorporated communities make Greater Miami the most populous metropolitan center in Florida.**



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# IT HAPPENED IN FLORIDA . . .

## Julia Rehwinkel Holland

A tall, ascetic-appearing man with a shock of white hair, testifying before a jury and Judge Norman Hendry in Miami civil court of record, startled court, lawyers and spectators by calmly announcing: "I am Jesus Christ."

One of Tallahassee's historic homesites, the former home of state supreme court justice George Pettus Raney, is getting a new lease on life as its new owners remake it into an office building. Judge Raney was appointed justice of the state supreme court in 1885 and became the first native Floridian ever chosen chief justice.

The 73-year-old author of "The Atlas of Life" and other works, Dr. D. W. Clark of Fort Dodge, Iowa, who travels with equal ease by water or land in a seagoing house trailer, has ended his Florida visit and headed North.

Robert Ripley has been visiting in Florida—believe it or not. He is traveling in his yacht, a Chinese "junk" done in every color of the rainbow and made of priceless teakwood.

Twin babies—a boy and a girl—were recently born to Loretto Stanley (Mrs. Woodrow) Giordano, one of the famous Stanley dancing twins, in Miami. Loretto and Lorraine Stanley were never separated as a dancing team from the time they were five until Loretto was married a year ago.

Mrs. Hattie Ella-Fair Carpenter of Jacksonville, the author of "Flower Heaven," now ready for its second printing, has been named to the Eugene Field society, honorary organization honoring authors whose works contribute to contemporary literature. Mrs. Carpenter is now working on another book to be called "Flowers That Wither Not, Nor Die."

Another Jacksonville author is Mrs. Charles N. Welshans, who can't read music, but has had a song "All Hail, America!" and two books, "Garlands of Life" and "Growing

Embers," published. In addition to these two volumes of poems and cheerful maxims, Mrs. Welshans has also written a novel.

Erol Beker of Istanbul, Turkey, visiting in Miami Beach, says Turkish soldiers are going to want shoes in civilian life, although practically all the population of their country was shoeless before the war.

A lot of strange requests come to William A. Dunlap of the Bureau of Foreign and Domestic Commerce at Jacksonville, but he thinks this one from Elvira deVivo of Naples, Italy, tops them all: Miss deVivo requests him to send things his family or friends do not need for her trousseau. She says she is engaged but cannot get married because she has been alone without an occupation since her parents died and her home, with all her trousseau, was destroyed during the war.

Chang Hsui-shwen and H. K. Shih, two of 150 Chinese agricultural representatives sent to this country for a year of study and on-the-farm exploration of American methods, have been studying Hillsborough county farming methods.

Dr. Maria Sarrigiannis, who left her Apalachicola home 23 years ago with her parents for Athens, Greece, has returned to the United States for additional medical training and has been visiting in Tallahassee.

An Algerian bride arrived in Tampa just as her veteran husband, Clayton Freeman, was composing a letter to President Truman, having almost given up hope of bringing his bride here.

Samuel H. Gilborstadt, Jr. has a grudge against the Jacksonville garbage department. He returned from the wars with a seabag full of souvenirs—a bolt of silk, a couple of bolts of print rayon, a Jap silk kimono, a set of lacquered dishes and some wooden cups from Japan—he had lugged half-way around the world. He took his seabag to the back yard by the alley to open it, left it for a few minutes. Before he returned, a garbage truck carted the bag away to the city incinerator where it was burned.

Every woman who has ever sighed at the screen advances of a sheik will envy John Clampitt of St. Petersburg. He is the proud owner of a miniature scimitar made of solid silver, inlaid with 21-karat gold and with a Damascus steel blade—a gift of Sheik Mohammed El-Yawir of Shammer Tribe, Iraq. As a corporal stationed with ATC at Habbaniqa, Iraq, Mr. Clampitt used to go on leave to Baghdad, where he was introduced to the sheik by some British officers, and they became good friends.

No one can convince Mrs. Norman Pleasanton of Miami that there isn't a housing shortage. More than 200 persons answered her recent "House for Rent" ad. A line of cars was spotted in front of her house at 4:00 A. M. when a woman took up squatter's rights in a rocking chair on the front porch, and her telephone started to ring at 5:45 A. M.

Harassed parents inserted the following ad in a St. Petersburg paper: "FOR ADOPTION: Two little girls, one two and one five years old. Neither has serious anti-social tendencies, each has complete wardrobe; young equipped with leash. Parents unable to obtain house or apartment at salaried man's price." They received an offer to adopt the two children, but no house or apartment.

Twenty-two DeLand ex-servicemen, including nine negro veterans, recently became property owners as the City Commission gave away the first group of lots promised veterans as building sites.

The Kissimmee City Commission has decided to give free and clear building lots to local honorably discharged veterans of World War II if they agree to erect homes. It is probable that all city-owned lots, except those from which revenue is allocated to some specific purpose, will be made available.

A. F. Whittier, a former Marine, is building a nine-room house all by himself in his spare time from a job in the Bay Street Annex of the Jacksonville Post Office. He is architect, carpenter and contractor. He and his family are living in a garage apartment he built six years ago, and which will be a part of the new house, until the new home is completed.

A retired Orlando contractor, F. F. Jungkunz, age 83, designed his own  
(Continued on page 31)



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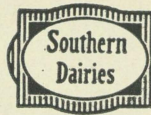
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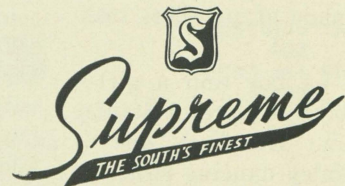
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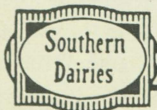
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# County Activities and Personalities . . .

Freeholders in Miami Beach have overwhelmingly approved two bond issues totaling \$700,000 for water works, improvements, and off-street parking.

Escambia County Commissioners have awarded contract to Hart Sand and Gravel company of Flomaton, Ala., for furnishing 1,000 bags of portland cement to County Camp No. 5.

Palm Beach County, through its commission, has offered to make an outright gift of Morrison Field to the Army for use as a permanent base. Provision was included in the gift that the land would revert to the county should the Army abandon it at any time in the future.

Dade County Commissioners have taken action to speed work on the Rickenbacker causeway, which has been under construction for several years. The contractor was notified that penalties permitted under their agreement would be invoked unless work on the causeway is expedited.

The State Board of Administration has voted to pay off \$55,000 of Escambia County's road debt and \$43,000 of Lee County's bonds before they are due. The combined retirement will represent an interest saving of more than \$21,000.

Chairman John Prince of the Palm Beach County Commission was one of the guests at the inaugural flight of the new Plantation Airlines which commenced operations from Morrison Field to Miami recently. Plantation is beginning operations designed to offer quick short-haul service to any section of the state.

Ten owners of ocean-front property have offered to deed rights-of-way to Dade County if it will relinquish all claim to the old 22-foot roadway directly along the beach from Sunny Isles to the county park. The right-of-way is necessary for the realignment of State Road 140.

Sheriff J. T. Shepherd has called to the attention of the St. Johns Board of County Commissioners recommendations of the grand jury that additional lights and better toilet and shower facilities be installed in the county jail.

Hillsborough County Commissioners have been urged by Traffic Department Chief Cooper to provide control of the traffic of exceedingly heavy tractor-

trailer type vehicles and contractor's heavy equipment. He said that vehicles of excessive weight are now used on many county bridges which cannot sustain the loads.

The Hardee County Board of Commissioners has leased to Mr. and Mrs. Frank Palmer the Hardee County Park, including the health springs and swimming pool located near Zolfo Springs. The property has been held in the management of the commissioners for several years and no stable efforts have been made to operate the facilities. Improvements are promised at once.

Hillsborough County Commissioners have approved, subject to final budget board action, Sheriff Hugh Culbreath's purchase of a recording machine to be used in connection with his new lie-detecting equipment. The Sheriff will pay for the recorder out of his office's excess fees.

The Lake County ballots for the primary election this year were the smallest ever used in a primary according to announcement by Clerk of the Circuit Court Dykes.

Nassau County Commissioners have declared that removal of sand and coquina from Fernandina Beach constitutes a nuisance. Citizens on both sides of the question appeared before the Board on the matter.

Bradford County Commissioners have decided to file request with the American Legion and Veterans of Foreign Wars relative to the employment of a Service Officer for that county. The two groups are being asked to make several recommendations.

Martin County Commissioners have been joined by members of the Palm Beach County Board in efforts to seek Camp Murphy hospital and its present site for use by East Coast counties for hospital purposes. The two boards, after joint discussion, voted a resolution requesting the state to petition the federal government for the camp property.

Duval County employes have been awarded a commendation certificate by the U. S. Treasury Department for their participation in war finance programs carried on during the war years. The certificate was forwarded to the Duval County Board of Commissioners.

Negro voters in Hillsborough County were given a demonstration in the use of the voting machine prior to the primary, May 7. The County Board of Commissioners recommended to the County Election Board that the Hillsborough County Veterans' Organization be permitted to instruct the members of their race in the use of the machine.

Orange County Board of Commissioners, at a special meeting recently, voted to recommend the expenditure of \$300,000 for construction and maintenance of the county's road system in the 1946-47 fiscal year. In addition to agreeing upon a road and bridge budget, the Commissioners also made recommendations for operation of the convict camp, the county home and tuberculosis hospital, the parental home, and other institutions.

Escambia County Commissioners have been asked to provide an additional appropriation of between \$900 and \$1000 for the remainder of the fiscal year. The Superintendent of the County Health Unit, G. M. Mclean, reported that during the last three years the department has returned funds at the end of each year to the county. He pointed out that this year due to the large increase in the number of county persons seeking the services practically all of the county appropriation has been spent.

## PROFESSIONAL SERVICE

Walking along a street in the local county seat, a man was attracted by frightened shrieks from a nearby house. Running in to investigate, he found a frantic mother whose small boy had swallowed a quarter. Seizing the child by the heels, he held him up, gave him a few shakes and the coin dropped to the floor. The grateful mother was lost in admiration.

"You certainly knew how to get it out of him," she said. "Are you a doctor?"

"No, madam, I'm from the Internal Revenue Bureau." — Hendry County News

## LET IT BE UNANIMOUS

Governor Caldwell is right in urging that all Florida come to the same decision as to daylight saving and that Florida broadcasters and thousands of others are right in demanding that the clock be turned up.

People are entitled to the longer hours of light after working hours are over and their comfort and recreation are sufficient argument for the plan.— Orlando Sentinel





# FLORIDA FOURTH ESTATE

## "The Most Sensational New Crop Since Soybean"

Writing in Farm Journal, of which he is editor-in-chief, Wheeler McMillen has this to say of Florida ramie:

It is a fiber of amazing qualities. From perennial roots the nettle-like stalks shoot up four to seven feet. After cutting, more stalks, promptly grow again, so that in two months or less another crop may be cut. Three crops a year at least.

Inside the inner bark lie fibers from five to 20 inches long. They appear to do more things well than any other natural or synthetic textile material. They can be spun or woven, alone or blended with other fibers, on machinery now used for cotton, rayon, silk, or wool. When woven with wool, ramie prevents shrinking. Ramie fabric absorbs perspiration and other moisture easily, dries quickly, washes well, resists mildew, and permits removal of the most difficult stains. A man who was wearing what I took to be a new shirt told me that it had been laundered 65 times.

The fiber is eight times stronger than cotton or silk, and as elastic as cotton. When wet it is half again stronger than when dry. It gives off no lint, takes commercial dyes well, and holds color better than other fibers.

Mr. McMillen, who said he saw 1000 or more acres of ramie growing in the Florida Everglades and another thousand or more acres of land prepared for further planting, concluded that ramie was possibly "the most sensational new crop since the soybean." That observation is helpful for the future of Florida.—Tampa Daily Times

## Land Descriptions

Recently J. A. Ormond of Marianna, president of the Florida Land Title and Trust company, who has had decades of experience dealing in Florida lands, called attention to an archaic practice which needs correcting. Land descriptions, he pointed out in a talk before the governor's citizens tax committee, are often very complicated and involved, and frequently are so vague that they cannot be accurately located by surveyors. This is particularly true of areas of Florida which have been long-populated.

To support his contention, Mr. Ormond cited some actual cases. Here is one illustrating the description of a deed from a former slave-holder to her favorite slaves:

"One square acre on which said Temple and Sarah Robinson now reside in NE $\frac{1}{4}$  of SW $\frac{1}{4}$  of section 4, township 4 north, range 10 west in Marianna."

These former slaves have been dead many years, and who is there to say on just which square acre they resided? With that vague starter, all subsequent deeds to the other slaves were described as: "Beginning a

blank distance from the lot of Temple Robinson." Present titles, after more than half a century, follow the old descriptions.

Here is a recent description of a valuable suburban property near Marianna: "Beginning at a point on the Old Spanish Trail." That's all the starting point given. No city, county or state is mentioned, so the property could be anywhere between St. Augustine and San Diego.

Mr. Ormond proposed a plan for correcting this. He suggested a state-wide program of re-surveying and re-describing property, with veterans getting employment. This would result in more accurate and clear descriptions, and would greatly assist tax assessors in their arduous work.—Panama City News-Herald

## See Florida First

Any kid who lives and goes to school in the vicinity of Live Oak can tell you how tobacco is grown. Any student from the area of Orlando can give you a pretty good account of the way oranges are graded and sorted in a packing house. And the boys and girls from Port St. Joe, Fernandina and Jacksonville, if they're at all curious, can answer a good many questions about the operation of a pulp mill. But the Florida Department of Education aims at turning out citizens of Florida, and proposes conducted tours of the whole state as part of the regular curriculum, so that scholars from one neck of the woods can have a reasonably clear idea of what goes on in the other parts of the state.

Florida is embarked on a campaign of selling itself as a state with a rounded agricultural-industrial economy. The best potential salesmen in the world for this are the younger citizens. But they have to be trained; they have to know more than the one-crop system of their own neighborhood. State education officials and other interested groups, meeting in Tallahassee April 18, set up a committee to put this plan in operation. It ought to get widespread support.—Jacksonville Journal

## Sensible Indians

In this era of emphasis on democracy and free peoples, it is a little startling to find the Pueblo Indians of New Mexico and Arizona strenuously resisting the suggestion that they, long-time wards of the United States, be given full citizenship. Such a move would give them the vote but it also would threaten them with loss of their lands, now administered as government grants, and subject these lands to taxation and speculation.

Since the days of the conquistadores, through various overlords, including lastly that of Uncle Sam, these reservations have been recognized as belonging to the Indians, and protection and treaties both have been maintained scrupulously by the nations (Continued on Page 33)



# Transactions of Meeting of Florida State Road Department

MEETING HELD AT MIAMI ON MAY 16, 1946

According to agreement at the meeting held in Tallahassee on March 25, the Members of the State Road Department held a meeting on May 16, 1946, at the El Comodoro Hotel, Miami, for consideration of all routine and special business coming before the Board at this time. The entire Board was present, Mr. F. E. Bayless, Chairman, Messrs. Courtney W. Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert T. Carleton, Members, and Mr. J. Robert McClure, Secretary.

## APPROVAL OF MINUTES

On motion of Mr. Campbell, seconded by Mr. Guernsey, the minutes of the meeting of March 25 were approved.

## APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain materials and piece of office equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows, to wit:

## CONSTRUCTION

### Bids received March 5

AESN-FA 129(1) 4, Dade, Broward and Palm Beach, Baker Eng. Co., \$40,623.90.

### Bids received March 14

FA 117(2) 21, Volusia, R. H. Wright & Son, \$401,555.15.

### Bids received March 28

9401-105 & 9409-901 4, St. Lucie, R. H. Wright & Son, \$112,039.25.

7207-107 etc., 4 & 140, Duval and St. Johns, R. T. Gordon & Co., \$26,315.06.

5300-102, Jackson, A. B. Covell, \$2,783.58.

1210-101, Lee, J. D. Manly Const. Co., \$38,337.57.

0103-103 2, Charlotte, John C. Dickerson Co., \$107,539.49.

1101-106 etc. 2 etc., Lake and Marion, L. J. & W. L. Cobb Inc., \$100,893.16.

SN-FA 122(2) 8-A, Highlands, L. J. & W. L. Cobb Inc., \$288,770.75.

3506-106 106, Madison, John C. Dickerson Co., \$159,954.89.

### Bids received April 25

5509-104 etc. 341, 1, 11, Leon-Jefferson, L. J. & W. L. Cobb, Inc., \$25,322.64.

6012-103 & 6010-107 358 & 88, Walton, C. C. Moore Const. Co., \$10,448.04.

1611-106 79, Polk, Ryan Const. Co., \$197,354.58.

8717-102 270, Dade, Belcher Oil Co., \$249,571.18.

### Bids received May 2

7002-113 etc. 4, 140, 70, Brevard, L. J. & W. L. Cobb, Inc., \$69,581.35.

3606-105 & 3404-105 5, Marion-Levy, Duval Eng. & Contr. Co., \$142,695.77.

8602-103 & 9301-103 4, Broward-P. Beach, R. H. Wright & Son, \$125,095.80.

1307-102 etc. 32 & 34, Manatee and Hardee, J. D. Manly Const. Co., \$86,561.52.

0101-109 5, Charlotte, J. D. Manly Const. Co., \$13,180.02.

### Bids received May 9

7201-108 1, Duval, Norman P. Ives Const., \$10,200.00.

2601-104 & 2606-106 2 & 31, Alachua, Jas. H. Craggs Const. Co., \$85,853.61.

1301-110 5, Manatee, Brinson Const. Co., \$142,247.91.

## MATERIALS

### Bids received March 27

28,000 Steel Drive Posts, DeLand, Ft. Laud., Tampa, Gainesville & Tallahassee, W. Va., Steel & Mfg. Co., \$23,072.38.

### Bids received April 3

1 Motor-Driven Photostat Machine, Tallahassee, Photostat Corporation, \$1,825.00.

## APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Campbell, seconded by Mr. Fultz, the following Supplemental Agreements were approved:

4602-906 St. 10, Bay, Cleary Bros. Const. Co., \$77.72, Decrease.

5102-109 St. 6, Gulf, Cleary Bros. Const. Co., \$5,655.21, Decrease.

4910-103 St. 277, Franklin, Coggin & Deermont, \$160.00, Decrease.

FA-SN-FA 143(9) 4, Duval, Duval Eng. & Contr. Co., \$821.00, Increase.

1011-104 St. 79, Hillsboro, L. J. & W. L. Cobb, Inc., \$2,994.19, Increase.

5900-103 St. 175, Wakulla, Faulk & Coleman, \$50.00, Increase.

3201-106 St. 2, Hamilton, R. T. Gordon Co., \$1,779.41, Increase.

2618-103 St., Alachua, Jas. H. Craggs Const. Co., \$335.00, Increase.

1101-104 & 1101-901 St. 2, Lake, J. D. Manly Const. Co., \$4,507.71, Increase.

7219-103 St. 376, Duval, Duval Eng. & Contr. Co., \$3,154.86, Increase.

7904-107 etc., St. 3, 21, 469, Volusia, Brinson Const. Co., \$11,504.38, Increase.

7400-102 St. 157, Nassau, R. H. H. Blackwell, \$1,109.40, Increase.

## COUNTIES REQUESTED TO ACQUIRE RIGHT OF WAY

Routine resolutions were adopted requesting the counties to acquire the right of way for the following projects:

Gadsden County, Road 1, Section 5002, Mr. Campbell, Mr. Carleton.

Jefferson County, Road 1, Section 5401, Mr. Campbell, Mr. Fultz.

Jefferson County, Road 96, Section 5407, Mr. Guernsey, Mr. Fultz.

Okaloosa County, Road 218, Section 5702, Mr. Guernsey, Mr. Campbell.

Orange County, Road 22, Section 7505, Mr. Carleton, Mr. Fultz.

Pinellas County, Road 15, Section 1515, Mr. Campbell, Mr. Guernsey.

Pinellas County, Road 64, Section 1503, Mr. Campbell, Mr. Fultz.

Putnam County, Road 624, Section 7609, Mr. Carleton, Mr. Guernsey.

Santa Rosa County, Road 37, Project S-147(3), Mr. Carleton, Mr. Guernsey.

Wakulla County, Road 10, Section 5901, Mr. Fultz, Mr. Campbell.

Pinellas County, Road 233, Section 1510, Mr. Campbell, Mr. Carleton.

Escambia County, Road 93, Section 4805, Mr. Guernsey, Mr. Campbell.

## LARGO TO INDIAN ROCKS ISLAND BRIDGE AND CAUSEWAY ACROSS CLEARWATER HARBOR

Mr. H. H. Baskin, Attorney for a private enterprise, accompanied by Mr. Lee Butler, spoke in behalf of a toll bridge and causeway from an intersection with the Largo Road across Clearwater Harbor to Indian Rocks Island, Pinellas County, stating this would shorten the distance about 12 miles and would also improve traffic conditions on the island. He stated that the proposed construction would be done with private capital, in accordance with the speci-

cations and recommendations of the State Road Department, and suggested that later, if the Department desired, it might be financed through the Improvement Commission, but to be paid for entirely with private funds, at no cost to the Department.

Mr. Baskin requested that the Department grant a franchise for the construction of the proposed bridge and causeway, subject to the approval of the County Commissioners of Pinellas County, and also asked that the Department supervise some traffic studies in this area, without cost to the Department.

RESOLUTION: On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that the State Road Department will agree to the issuance of a franchise for the construction of a toll bridge and causeway from the mainland at or near Largo over the bay to Indian Rocks Island, Pinellas County, to be financed by private capital, provided approval of the project is given by the Board of County Commissioners of said County.

## LOCATION OF ROAD 23 NORTH OF DADE CITY

Mr. Neil Greening, Vice President of Pasco Packing Association, appeared before the Board in the interest of the location of Road 23 north of Dade City. He spoke of the survey for the new route which by-passes the section where the property of the above Association encroaches on the right of way of the present road and made certain propositions in behalf of his Association. Whereupon, on motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, the State Road Department deems it advisable in order to reduce hazards and correct congested traffic conditions, to realign a portion of State Road 23 north of Dade City, known as Job 1405-107 in Pasco County; and

WHEREAS, the Pasco Packing Association, a corporation, has agreed to contribute the cost of securing the right of way for the realigned section, in consideration of quitclaim deed to it of all of the right of way of the present alignment which will be superseded by the realigned section, which lies outside of a 50-foot strip, being 25 feet on each side of centerline of present road, such quitclaimed right of way now being occupied by, or lying adjacent to the property of, Pasco Packing Association; and

WHEREAS the Pasco Packing Association agrees to post a \$25,000 surety bond guaranteeing to pay the cost of acquiring the right of way for the realigned section of the said road,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that the State Road Department deems it necessary and to the best interest of the State that Job 1405-107, State Road 23, Pasco County, being a realignment of a portion of said road north of Dade City in Pasco County, as surveyed and located by the State Road Department, be constructed and maintained as a section of the permanent location of State Road 23.

BE IT FURTHER RESOLVED that the Chairman and the Secretary execute an agreement for and on behalf of the Department with the Pasco Packing Association to carry into effect the undertakings set forth in the preamble of this resolution, and that they are further authorized on behalf of the Department to execute said quitclaim deed.

BE IT FURTHER RESOLVED that the Board of County Commissioners of Pasco County be duly authorized and requested to bring any condemnation proceedings that may be necessary for the acquisition of the right of way for said realigned section.

BE IT FURTHER RESOLVED that the State Road Department recognizes that it has tem-



porarily maintained the present section of State Road 23 that will be superseded by the realigned section, inasmuch as the present section was constructed by Pasco County and was never officially surveyed and located as a section of State Road 23 or a map thereof filed with the Clerk of the Circuit Court.

#### REQUEST FOR RELOCATION OF SECTION OF ROAD 140 BRINY BREEZES TOURIST PARK—PALM BEACH COUNTY

Mr. Trux Bullock of West Palm Beach requested a change in the proposed route for State Road 140 in Palm Beach County. He presented a sketch showing the proposed route as it runs through the Briny Breezes Tourist Park, between Boynton and Delray Beach, and asked that it be realigned to pass west of the Park, and stated that the County Commissioners had said they would approve this change if it would not jeopardize the construction of the road, if the change meets the approval of the Road Department.

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that action on the matter of realignment of the section of Road 140 in Palm Beach County where it is now proposed to run through Briny Breezes Tourist Park, between Boynton and Delray Beach, be deferred for the present, and that the request for a change which would route the road west of the Park be referred to the County accompanied by a sketch showing the minimum right of way that would be required to construct the curves which would be acceptable to this Department.

#### BROADWAY BRIDGE—DAYTONA BEACH

Mr. Charles W. Luther, County Attorney, and Commissioners Elmer H. Blank and George C. Beck of Volusia County appeared in the interest of the early construction of the Broadway Bridge at Daytona Beach. Mr. Blank asked if there was anything they could do to facilitate matters.

Chairman Bayless advised them that on account of the shortage of steel and other critical materials it appeared that it would be quite some time yet before this bridge can be built, but assured them that the Department wishes to cooperate and will do so just as soon as possible.

#### SUMTER COUNTY

Senator J. C. Getzen, Messrs. Roy Caruthers, Clerk, James West, County Attorney, Joe Traylor, Chairman of the Board of County Commissioners, and Benny Harrison, of the Bushnell Chamber of Commerce, appeared as a delegation from Sumter County.

Senator Getzen spoke in behalf of Road 23 south of Bushnell and asked the status of this project. He was advised that the plans were in Tallahassee but would have to be reviewed by the Public Roads Administration and receive its approval as a Federal Aid Project.

Division Engineer Bryan made the statement that some of the right of way for borrow pits and lateral ditches had not yet been acquired.

#### RIGHT OF WAY MARKERS

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that a supply of suitable right of way markers be obtained and that the maintenance crews in the several divisions be directed to erect such markers showing the boundaries of the State's right of ways, so that the public in general and more particularly the owners of the abutting property may be put on notice of the extent of the right of way which this Department claims, by deed, or dedication, or condemnation, or by maintenance under Section 341.59 and 341.66 Florida Statutes 1941.

It shall be the duty of the Right of Way Engineer to furnish all necessary information showing the boundaries of all right of ways so that they may be properly marked as aforesaid.

#### COMPLAINTS RE USE OF NAME OF FLORIDA HIGHWAYS MAGAZINE

Mr. J. E. Robinson, Publisher of the Department's organ FLORIDA HIGHWAYS, told the Board that complaints have been received that certain solicitors for a publication with a similar name have by use of the words "Florida Highways" misled the public to believe the Department's magazine is soliciting their patronage. Mr. Robinson said he referred to FLORIDA HIGHWAYS SERVICE DIRECTORY, published by Shields Publications, Taylor Arcade, St. Petersburg, which has no connection with the State Road Department.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that the Attorney for this Department be directed to conduct an investigation with the view to determining whether or not any infringement is being made upon the copyrights of FLORIDA HIGHWAYS, and that he be authorized to take appropriate action designed to eliminate any such infringement.

#### OPERATION OF OVERSEAS HIGHWAY

The matter of an operating agreement between the State Road Department and the Overseas Road and Toll Bridge District was discussed. A form of operating agreement was submitted by the Attorney, whereupon, Mr. Fultz moved the adoption of the following resolution, which was seconded by Mr. Campbell and adopted:

BE IT RESOLVED by the Department that it approves the form of the operating agreement to be executed by the Department and the Overseas Road and Toll Bridge District for the purpose of providing for the operation and maintenance of the toll bridges and toll highway of the District and the collection of tolls thereon.

BE IT FURTHER RESOLVED that the Chairman and Secretary execute said agreement for and on behalf of the Department, the agreement being in the words and figures following, to-wit:

#### OPERATING AGREEMENT BETWEEN THE STATE ROAD DEPARTMENT AND THE BOARD OF COMMISSIONERS OF THE OVERSEAS ROAD AND TOLL BRIDGE DISTRICT

"THIS AGREEMENT made and entered into this.....day of....., A. D. 1946 between the State Road Department of Florida hereinafter referred to as the "Department", and the Board of Commissioners of the Overseas Road and Toll Bridge District, hereinafter referred to as the "District", WITNESSETH:

"WHEREAS, pursuant to the lease-purchase agreement dated December 29, 1945 between the Department and the District covering the toll bridges and toll highways of the District and the resolution of the State Board of Administration authorizing issuance of refunding bonds for said District adopted February 26, 1946, it

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is the duty of the Department to operate and maintain said toll bridges and toll highways and collect tolls thereon and pay the same as rentals to the State Board of Administration, and

"WHEREAS, the purpose of this agreement is to provide for the District to assist the Department in discharging its functions of maintaining and operating said toll bridges and toll highways and collecting the tolls thereon.

"NOW, THEREFORE, the foregoing considered, and in consideration of the sum of One (\$1.00) Dollar paid by the Department to the District, receipt whereof is hereby acknowledged, it is agreed as follows:

"1. That the District, through its personnel, will perform for the Department the details of operating and maintaining said toll bridges and highways and collecting the tolls thereon and all other revenues derived by the lease or rental of the properties of the District covered by said lease-purchase agreement or otherwise. That the District shall from day to day transmit all tolls or other moneys collected from rental or other earnings to the Florida National Bank at Key West, Florida, for deposit to the account of the "STATE ROAD DEPARTMENT". All cash received from tolls or other earnings shall be transmitted to said Bank by post office money orders purchased at the United States Post Office at Marathon, Florida. The Bank shall furnish the Department a weekly statement of all such deposits made to its account for the preceding week. The District shall report weekly to the Department all tolls and other revenues collected on report forms satisfactory to the Auditor for the Department. The Department shall each month draw its check for the full amount of the total of said deposits for the preceding month in favor of the State Board of Administration as a rental payment under said lease-purchase agreement.

"The foregoing provisions of this agreement shall apply not only to all future collections but also to all toll or other revenues of the District now in its hands which have not heretofore been transmitted to the State Board of Administration, except that all moneys or assets now held by the State Treasurer as Ex Officio Treasurer of the District shall be paid or transferred by him direct to the State Board of Administration for administration as provided in said bond refunding resolution adopted February 26, 1946.

"2. That the employees of the District now under bond shall be continued under such bonds as may be required by the Auditor of the Department for the benefit and protection of the Department. Provided the Department may require other employees of the District to be placed under similar bonds as it may deem necessary.

"3. That all reports required by the Auditor for the Department shall be furnished by the District. That all books and accounts of the District shall be open to inspection by the Department. That all accounting and auditing methods required of the District by the Auditor for the Department shall be put into effect.

"4. That the Department shall supervise and direct the activities of the District in performing the things agreed to be performed by it hereunder.

"5. That in consideration for the duties agreed to be performed by the District, the Department, with the concurrence of the State Board of Administration, will on or before the 31st day of March of each year approve an operating budget for the District which shall not be exceeded by the District, except upon express written approval of the Department, with the written consent of the State Board of Administration. Provided the budget adopted by the District on April 4, 1946 for the period extending from April 1st, 1946 to March 31st, 1947 is hereby approved by the Department with the consent of the State Board of Administration.

"6. That the State Road Department will pay from time to time during each budget year to the Florida National Bank of Key West, Florida for the account of the "Overseas Road and Toll Bridge District" sufficient amounts to pay all expenses authorized by the budget for that year. Said amounts shall be paid to the Department by checks of the State Board of Administration from the "Operation, Maintenance and Repair

Fund of Overseas Road and Toll Bridge District" and endorsed by the Department to such District account in said bank. Said fund in said bank shall constitute a revolving fund which shall be replenished by the Department from time to time as the District demonstrates the need for additional operating and maintenance funds by supporting copies of payrolls and vouchers as may be required by the Auditor for the Department, provided the total annual payments into said revolving fund shall not exceed the annual budget unless the budget is increased as herein authorized. Expenditures already made by the District under the current budget for the fiscal year beginning April 1, 1946 shall be taken into account by the Department and deducted from the total amount budgeted for said year.

"7. The District shall be authorized by its checks to withdraw from said fund so deposited all amounts necessary to meet the authorized budgeted cost of maintaining and operating said toll bridges and toll highways; provided the Department may at any time direct the bank to withhold payment of any funds from said account pending investigation of any item of expenditure by the District. Provided the Bank shall not be responsible for any of such funds which are withdrawn from said District account by District checks prior to notification from the Department to the Bank to withhold payment of further funds from said account by District checks. Any funds in said account not required to meet the budgeted expenses in any budget year shall be applied upon the next year's budget or be returned to the Department.

"8. The Department reserves the right to disapprove any expenditure by the District, or any account of the District unless it can be shown it was duly authorized by the annual budget.

"9. The Department reserves the right to cancel this operating agreement at any time and thereafter operate and maintain said toll

bridges and highways without the assistance of the District.

"10. It is understood that this agreement only relates to the ordinary and regular operation and maintenance of said toll bridges and highways and the collection of tolls thereon together with all other earnings and revenues derived from the properties of the District under

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said lease-purchase agreement, and is subject and subordinate to the terms of said lease-purchase agreement and said bond refunding resolution and does not relieve the Department or the District of any obligations or duties under said lease-purchase agreement or said bond refunding resolution."

#### PAMPHLET TO CONTAIN ROAD STATUTES

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted: BE IT RESOLVED that the Attorney be authorized to arrange with the Statutory Revision Division of the Attorney General's Office for compilation of road laws in a pamphlet in sufficient quantities to provide for the Department's use in filling requests therefor from the public.

#### CLAIM OF STEPHEN McCREADY Section 3608—State Road 500—Marion County

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted: WHEREAS, from the standpoint of the Department the facts appear to be that since 1938 the Department has maintained a 200-foot right of way, a portion of the title to which was in claimant, pursuant to an agreement with claimant that the Department could maintain such portion, but with the understanding that title to same was not to be vested in the Department; and

WHEREAS, in view of this agreement the Department does not believe this claim comes under the 4-year maintenance statute,

THEREFORE, BE IT RESOLVED by the Department that the Right of Way Engineer be instructed to negotiate a settlement of this claim with claimant, the Department being willing to relinquish the outside 50 feet of the 200-foot maintained right of way.

#### THE FRANKLIN D. ROOSEVELT MEMORIAL HIGHWAY FEDERAL ROUTE NO. 111

Mr. John Pennekamp, Florida Director for the Northwest-Southeast Highway Association, Miami, appeared before the Board to request the Department's endorsement of naming and designating this proposed new highway as a memorial to the late Franklin D. Roosevelt.

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, there is being proposed a northwest to southeast transcontinental highway extending from Seattle, Washington southeasterly across the continent and through the State of Florida to Key West, thence by ferry and road to Cuba and the Yucatan Peninsula; and

WHEREAS, the Northwest-Southeast Highway Association has proposed naming said highway through the United States, the "Franklin D. Roosevelt Memorial Highway";

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that Federal Aid Route No. 6 from the Alabama-Florida State line to Lake City, Federal Aid Route No. 2 from Lake City to Leesburg, Federal Aid Route No. 19 from Leesburg to Miami, and Federal Aid Route No. 3 from Miami to Key West, be named and designated "The Franklin D. Roosevelt Memorial Highway", or Federal Route No. 111; and

BE IT FURTHER RESOLVED that said naming and designatin of The Franklin D. Roosevelt Memorial Highway become effective at such time as similar action is taken by other States through which the route will pass; and

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to Mr. Frank O. Kreager, Patros, Washington, President, and Mr. John D. Pennekamp, Miami, Florida, State Director of the Northwest-Southeast Highway Association.

#### SUPPLEMENTAL PERIODIC MAINTENANCE BUDGET

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS conditions beyond the control of this Department, particularly the shortage of steel and other critical materials, make it impossible to proceed with the construction of some items in this year's budget; and

WHEREAS it appears advisable to add to the Periodic Maintenance Budget other items which can be done,

NOW, THEREFORE, BE IT RESOLVED that in order to provide in advance for the necessary surveys, plans and specifications, and to get under way as early as possible the necessary maintenance projects, THIS DEPARTMENT APPROVES the Supplemental periodic Maintenance Budget prepared by the State Highway Engineer under date of May 9, 1946, and authorizes the work contemplated thereunder to be undertaken as soon as practicable.

#### LEASE OF OFFICE BUILDING ON GANDY BRIDGE

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that the action of the Chairman and the Secretary in executing on behalf of the Department a ten-year lease, in favor of the Department of Public Safety, covering the office building formerly used by the Gandy Bridge Company, which building is located on the St. Petersburg end of the Gandy Bridge, is hereby confirmed and ratified, it being understood that said office building will be used by the Florida Highway Patrol for traffic safety purposes only and that said lease

is subject to cancellation upon three months' notice.

#### LEASE OF BRIDGE TENDER'S HOUSE ON 20-MILE BEND BRIDGE, ROAD 25

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted: BE IT RESOLVED that the action of the Chairman and the Secretary in executing on behalf of the Department a ten-year lease, terminable on 60 days' notice, of the bridge tender's house described as follows:

a five room one story house formerly used as Bridge Tender's dwelling together with outbuildings and equipment thereon, situate on the east side of the south approach of State Road 25 to 20 Mile Bend Bridge over Palm Beach Canal in Section 31, Township 43 South, Range 40 East.

to the Everglades Drainage District for the latter's official use, is hereby ratified and confirmed.

#### EXCHANGE OF U. S. SECURITIES HELD BY THE DEPARTMENT

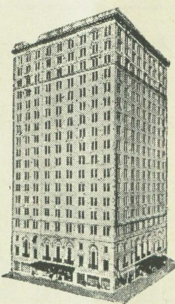
The early maturity of certain U. S. Securities held by the Department was called to the attention of the Board. Whereupon, on motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

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WHEREAS, the State Road Department has to its credit in the Treasury of the State of Florida, as an investment for the State Road License Fund—Gasoline, the sum of \$3,000,000 in U. S. Treasury Certificates of Indebtedness, 7%, Series E-1946, dated June 1, 1945 and maturing June 1, 1946; and the sum of \$2,000,000 in U. S. Treasury .90% Notes, Series D-1946, dated June 1, 1945 and maturing July 1, 1946; and

WHEREAS, it appears desirable that investment of the above sums be continued for the time being,

NOW, THEREFORE, BE IT RESOLVED that the Chairman of this Department be and he is hereby directed to effect an exchange of the said maturing securities for Federal Government Securities of equal value and dignity, if available; and if not available, for short term Federal Government Securities of the highest interest earnings available.

BE IT FURTHER RESOLVED, that such action as taken and things done by the Chairman to effectuate the exchange be and they are hereby authorized in the name of this Department.

#### REQUIREMENTS IN RE COUNTY ROADS TAKEN OVER FOR STATE MAINTENANCE

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that any County petitioning the State Road Department to take over and maintain any existing County road, which has been designated as a State Road, shall submit the following to the State Road Department for approval:

(1) A right of way map prepared in accordance with instructions and advice of the Division Engineer of the State Road Division in which the County is located, such map showing, among other things, the property divisions affected by the road right of way and appurtenant drains.

(2) A title report showing title vested in the County as to all of said right of way, including the appurtenant drains.

BE IT FURTHER RESOLVED, that the above either be furnished the Department prior to acceptance of the road for maintenance, or that agreement to furnish the same, satisfactory to the Department, be entered into before such acceptance.

#### COMMENDATION OF STATE HIGHWAY ENGINEER

On motion of Mr. Guernsey, seconded by Mr. Campbell, and carried, the Board commended the State Highway Engineer for his plan to designate desired right of way widths on main state highways and furnish lists of these highways to the counties in order to advise them of the Department's requirements and facilitate their acquisition of the right of ways needed.

#### EXECUTION OF DISCLAIMER COVERING CERTAIN PARTS OF BELL PROPERTY ALONG R/W ROAD 4-A, KEY LARGO MONROE COUNTY

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department be directed and authorized on behalf of the Department to execute a Disclaimer to certain parts of the land acquired by Randolph E. Bell and Ruth H. Bell, which was abandoned as right of way for the Overseas Highway as originally constructed, which now lie outside of the 200-foot right of way of State Road 4-A on Key Largo, and which is no longer deemed necessary to the

future improvements of the said road, said disclaimer to be subject to the approval of the Board of County Commissioners of Monroe County.

#### CLAIM FOR DAMAGES TO HATHAWAY BRIDGE, ROAD 10 BAY COUNTY BY THE TUG GERTRUDE T

The Attorney made a report on the damage done to the Hathaway Bridge, on Road 10 near Panama City, Bay County, when it was struck by the tug "Gertrude T" on June 22, 1945, and of his efforts to reach a satisfactory adjustment with its owner.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS on or about June 22, 1945, the tug GERTRUDE T with tow ran into, upon and against that certain bridge known as the Hathaway Bridge, in Bay County, Florida, constituting a part of Florida State Highway No. 10, as a result of which certain piers, supports and other parts of said Bridge suffered great and substantial injury and damage and The State Road Department of the State of Florida claims that the injuries and damages occasioned to said Bridge resulted from the careless and negligent operation and navigation of said tug GERTRUDE T and her tow by the Master and crew thereof, and has made demands on the owners of said vessel and tow and their insurance underwriters for payment for such loss, injuries and damages to said Bridge, but liability therefor has been and is denied by the owners of said vessel and tow and their underwriters; and

WHEREAS negotiations have been conducted by the authorized representatives of The State Road Department of the State of Florida, with a representative of the owners of said vessel and tow and their underwriters for settlement of the claims and damages aforesaid, and said owners and their underwriters have offered to pay the sum of \$25,000.00 in full settlement, satisfaction and discharge of all claims and demands of the State of Florida and/or of The

State Road Department of the State of Florida, for all injuries and damages suffered and sustained to and by said Bridge and its supports, etc., and after due consideration by the members of The State Road Department of the State

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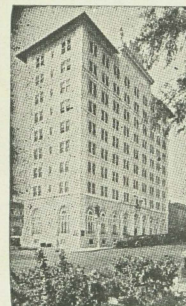
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of Florida it is their opinion and judgment that said offer of settlement is a reasonable and fair offer, and that it is to the interests of the State of Florida and of The State Road Department of the State of Florida that said offer be accepted; therefore,

BE IT RESOLVED by the State Road Department of the State of Florida and the members thereof in regular meeting called and held, that the offer of the owners of said tug GERTRUDE T and tow and of their insurance underwriters to pay said sum of \$25,000.00 in full settlement, satisfaction and discharge of all claims and damages suffered and sustained to and by said bridge as aforesaid, be and the same is hereby approved and accepted, and that on payment of said sum to the State Road Department of the State of Florida, that the same shall be received and accepted in full settlement, satisfaction and discharge of all claim, liabilities, debts and demands of the State of Florida and/or of the State Road Department of the State of Florida, for all injuries to and for all damages suffered and sustained by and/or occasioned to all or any of the piers and supports of said Hathaway Bridge and/or to said bridge or any part thereof, including any damage to the floor of said bridge and resulting in said bridge or any part thereof being pushed out of alignment, all resulting from being run into, upon and against by the said tug GERTRUDE T and her tow on or about June 22, 1945, and for all depreciation to said bridge and its supports, or any part thereof, resulting

from said injuries and damages thereto, and for all costs and expenses incurred or contracted or which may at any time hereafter be incurred or contracted by the State of Florida and/or by the State Road Department of the State of Florida in making repairs to said injuries and damages, whether temporary and/or permanent, and that the chairman and secretary of the State Road Department of the State of Florida on payment of said sum of \$25,000.00, be and they are hereby authorized empowered and directed, to make, execute and deliver in the name of the State Road Department of the State of Florida, by themselves as chairman and secretary of said Department, and under its seal, a full and complete release, satisfaction, and discharge forever releasing and discharging all claims, liabilities, debts, demands and damages of every kind, nature and description which the State of Florida and/or the State Road Department of the State of Florida now has or may at any time hereafter have or claim to have against the tug GERTRUDE T, her master, owners, agents, operators, managers, charterers, and underwriters, and/or H. W. A. Harms Company, a partnership, and/or H. W. A. Harms, Mrs. Rosa F. Harms, and Arthur B. Harms, its partners, as well as all persons, firms, corporations, and vessels whatsoever, for all injuries and damages suffered and sustained to and by and/or occasioned to any of the piers and supports of said Hathaway Bridge, and/or to said bridge or any part thereof, including any part of the floor of said bridge or other part thereof pushed

out of alignment, as well as for any and all depreciation to said bridge and supports, and also for all costs and expenses incurred or contracted or which may at any time be incurred or contracted in making repairs of said injuries and damages, and resulting or claimed to result to said bridge by being run into, upon and against by said tug GERTRUDE T and its tow, on or about June 22, 1945.

#### AGREEMENT RELATIVE CONSTRUCTION SECTION 8708, ROAD 140-A, DADE COUNTY

The Chairman presented an offer from Mr. T. H. Horobin of Miami in connection with the realignment of a section of Road 140-A in Dade County to eliminate a dangerous curve.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted: WHEREAS, the Department has received proposal from T. H. Horobin of Miami, Florida to construct at his expense Section 8708, State Road 140-A (North Bay 79th Street Causeway) being approximately 3,375 feet on filled in land in Biscayne Bay, in Township 53 South, Range 42 East, Dade County, Florida; and

WHEREAS, the construction of said section of road would straighten and improve the existing alignment of said road, and would eliminate hazardous curves on said existing line,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of the State of Florida that it hereby agrees that the said T. H. Horobin may, at his expense, construct said Section 8708, State Road 140-A in Dade County, Florida, provided the work shall be done in accordance with the plans, designs and specifications of the State Road Department, and in accordance with its instructions.

BE IT FURTHER RESOLVED that the existing section of road which will be superseded by the realigned section shall be abandoned and quitclaimed to the abutting property owner, who the Board understands to be T. H. Horobin, when the said new section is constructed by him as aforesaid.

BE IT FURTHER RESOLVED that the Chairman of the Department and the State Highway Engineer be and they are hereby instructed to handle all details incident to the carrying out of the provisions of this resolution.

#### FERRY SERVICE MAYPORT TO PILOT TOWN

The Bridge Engineer made his report on the investigation of the proposed ferry service between Mayport and Pilot Town, costs involved, etc.

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that in the light of the Bridge Engineer's report and recommendation, particularly taking into consideration the costs involved, it does not appear advisable for this Department to establish ferry service across the St. Johns River between Mayport and Pilot Town at this time.

#### REQUEST FOR WIDENING OF BRIDGES IN FORT LAUDERDALE

Mr. August Burghard, Secretary of the East Las Olas Association, Ft. Lauderdale, appeared before the Board to make request for the widening of the bridges on Road 177 in Fort Lauderdale.

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dale, which because they are narrower than the road are the cause of dangerous traffic congestion on this road to the beach.

A resolution from the Board of County Commissioners of Broward County made the same request.

Mr. Fultz advised Mr. Burghard that the Board realized the importance of this improvement, and has placed it on a list of projects to be done just as soon as steel and other necessary materials become available.

#### REQUEST FROM INDIAN RIVER COUNTY FOR SPEED LIMIT ON ROAD 4

The Department considered a resolution from the County Commissioners of Indian River County that a maximum speed limit be placed on Road 4 between the north Gifford Road and the south boundary line of McKee Jungle Gardens, in Indian River County.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board agreed to accept the recommendations of the Division Engineer and the Florida Highway Patrol, that the road be posted at a 35-mile maximum speed limit from the north city limit of Vero Beach as far north as the Gifford Road, and leave it to the city to post and enforce the 25-mile limit within the city limits.

#### RECONVEYANCE OF UN-NEEDED BORROW PIT TO OWNER ROAD 377 IN LEON COUNTY

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED that the action of the Chairman and the Secretary in executing an instrument reconveying a borrow pit which the engineers said was no longer needed for the maintenance of Road 377, Section 5516, Leon County, for which it was acquired, to the former owner, Ralph E. Taylor, be and it is hereby confirmed and ratified as the act of this Department.

#### OLD DIXIE HIGHWAY THROUGH MARTIN COUNTY

A resolution was received from the Martin County Commissioners asking the Department to widen the old Dixie Highway through the community of Jensen. This project was included in the supplemental maintenance budget.

#### REQUESTS FROM PINELLAS COUNTY

The City Council of St. Petersburg sent resolutions requesting the designation of 34th Street in that City as the route of the Gulf Coast Highway, the resurfacing of Gandy Bridge, and the improvement of the right of way and approaches to Gandy Bridge by construction of picnic grounds. The Board agreed to advise them that the route of the Gulf Coast Highway through Pinellas County is fixed by statute and can be changed only by the Legislature; that the resurfacing of Gandy Bridge has been provided for, and that Mr. Campbell will handle the third request.

Resolutions from the Board of County Commissioners made the same request for the route of the Gulf Coast Highway through St. Petersburg; also, that Roads 228 and 229 be widened; and, that Road 73 be improved from its intersection with Road 64 east of Largo to 9th Street in St. Petersburg. These requests were denied by the Road Board at this time.

#### ROADS 233 and 360 IN PINELLAS COUNTY R/W

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

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WHEREAS, the Board of County Commissioners of Pinellas County, through a letter dated May 14, 1946 from their County Engineer W. A. McMullen, has requested the Department to reconvey to Pinellas County, Lots 1 and 2, Block 45 of Mitchell's Beach Subdivision, now used as the house of the John's Pass bridge tender, in consideration of the County's purchasing a new site for the bridge tender's house and conveying same to the Department.

BE IT RESOLVED by the Department that it agrees to the foregoing request of the County of Pinellas, provided lots of equal size to the lots to be reconveyed to the County are secured by the County, at its expense, and conveyed to the Department, all, however, to the satisfaction of the Department as to the location of said lots and the title thereto.

BE IT FURTHER RESOLVED that this Board does not consider it advisable at this time to participate in the cost of filling in the right of way north of John's Pass but to wait until such time as the right of way is acquired and the plans are prepared and contract let for the construction of the proposed realigned section.

BE IT FURTHER RESOLVED that it is the sense of this Board that in addition to the right of way which has been requested for the realignment of Road 233 at John's Pass, the County should proceed with the acquisition of the balance of the right of way for said road to Pass-A-Grille and also to Madeira Beach, the same preferably to be 100 feet wide, with a minimum width of 80 feet; also to secure similar width of right of way for State Road 360 from Madeira Beach to Indian Rocks.

#### ROAD 140 IN DADE COUNTY

Messrs. Hugh Peters, County Commissioner, and Earle M. Rader, County Engineer, appeared as representatives of Dade County in the interest of the continuation of Road 140 from Sunny Isle to Miami Beach, for which all right of way has now been secured.

Mr. Peters described this section of the road as it runs through North Bay Park, which is being developed by Dade County at great expense but which has the possibilities of becoming one of the most beautiful drives in Florida. He explained that underpasses are planned from the park to the beach, and for this purpose and also to obtain the proper drainage of the road and obtain the best scenic view, an elevation of 14 feet will be necessary for the road. He said that the County did not have the money for the fill for this elevation, but stated in his opinion the scenic drive that would be the result of such construction should prompt the Road Department to spend some extra money for this purpose. Mr. Rader endorsed these statements and they gave the estimate of about 200,000 yards needed to bring the road to the desired elevation. Mr. Peters said the right of way is ready to be turned over to the State at any time. Their request also included action on Bakers Haulover Bridge.

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that formal demand be made on Dade County for the right of way for Road 140 substantially as shown on the Park map exhibited by Commissioner Peters, 100-foot width on straight alignment and 150 feet on curves, including the right of way necessary for Bakers Haulover Bridge.

BE IT FURTHER RESOLVED that this Board commits the Road Department to bear the additional expense up to \$100,000.00 to raise the grade of this section of road to 14 feet, it being the sense of the Board that the added scenic value of the road would be worth the difference in cost. Provided, however, that Dade County will assume the obligation for any additional cost of such elevation in excess of the above sum.

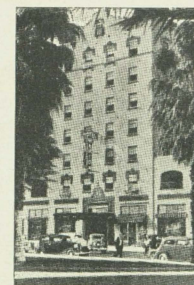
#### REQUEST FROM DE SOTO COUNTY Roads 86 and 18

A letter from the County Commissioners of DeSoto County, dated March 28, was presented to the Board. It urged that Road 86, just south of Nocatee, be completed from the Welles Packing House (where the new construction stopped) to the County line; also, that the Sarasota-Arcadia Highway, Road 18, be repaired or reconstructed.

#### REQUEST FROM TAYLOR COUNTY Roads to Beaches

A resolution from the County Commissioners of Taylor County asked for the continuation of lateral roads from Keaton Beach Road, to Jug

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Island and Adams Beach. The Board felt the request could not be granted at this time.

# **PETITION PROTESTING 4-LANE HIGHWAY ON RIDGEWOOD AVE. STATE ROAD 4 IN DAYTONA BEACH**

A petition bearing the signatures of some 500 citizens of Daytona Beach protesting the construction of a four-lane highway over Ridgewood Avenue, a section of Road 4 in the City of Daytona Beach, was presented to the Board and filed.

## **RECESS FOR ROAD INSPECTION**

By agreement, the Board suspended business at this point in order that the Members might make an inspection trip of certain lands along the Overseas Highway for the purpose of making a decision as to their use or disposition,

and on completion of the inspection to reconvene in a joint session with the Board of Commissioners of the Overseas Road and Toll Bridge District, at Pigeon Key.

May 17 spent on the Inspection Trip on the Keys.

## **SESSION ON MAY 18, PIGEON KEY**

Pursuant to agreement upon the temporary adjournment on the 16th, the Chairman called the meeting to order on May 18, at Pigeon Key, and the Secretary and Attorney and all Members being present except Mr. Carleton.

## **BOARD OF COMMISSIONERS OF OVERSEAS ROAD AND TOLL BRIDGE DISTRICT**

When the State Road Board reconvened they were joined by the Board of Commissioners of the Overseas Road and Toll Bridge District: Messrs. William W. Demeritt, Chairman, L. C. Brinton, Edwin Trevor and Earl R. Adams, Members of the Board, B. M. Duncan, General Manager, and C. G. Hicks, Secretary of the District.

The proposed operating agreement between the State Road Department and the Board of Commissioners of the Overseas Road and Toll Bridge District was read to the joint meeting, which was informed that the State Road Board had previously, in Miami, approved the proposed agreement. Chairman Bayless suggested that the Board of Commissioners of the Overseas Road and Toll Bridge District convene to approve the proposed agreement for that Board. This was done in the presence of the State Road Board and, among other things, the agreement was unanimously adopted.

## **POLICY REGARDING LANDS ON KEYS**

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that it hereby adopts the policy that it will not approve the outright sale of any of the surplus or excess property of the Overseas Road and Toll Bridge District; but, on the contrary, it will approve lease of such property to developers; provided, that each particular lease shall be submitted to the Department by the District for the approval of the State Road Department and the State Board of Administration, under the terms of the lease-purchase agreement dated December 29, 1945 between the Department and the District.

## **LANDS AND RIGHT OF WAY OWNED BY OVERSEAS ROAD DISTRICT REPORT AND RECOMMENDATIONS MADE BY B. M. DUNCAN GEN'L MGR. OF DISTRICT, AND N. S. EMERY, SRD DIV. ENGR.**

On motion of Mr. Fultz, seconded by Mr. Guernsey, the report made by Mr. B. M. Duncan, General Manager of the Overseas Road and Toll Bridge District, and Mr. N. S. Emery, Division Engineer of the State Road Department, with

their recommendations on the "use and development of the lands and right of way owned by the said District, Monroe County, Florida", was received and adopted, as follows:

"It should be pointed out that this report is preliminary only and recommendations contained herein are general, no attempt being made to recommend in detail the ultimate use and improvement of the area. However, it is well to advise that considerable time and study has been given to planning throughout the entire area by the National Park Service, Florida State Park and Forestry Board, Overseas Road and Toll Bridge District and Mr. William L. Phillips, Landscape Architect, Consultant.

"Included herewith is a report prepared by Mr. William L. Phillips covering many of the features and details. This report is a result of long study of the area. Also included, is pertinent correspondence bearing upon the subject.

"As evidence of the worthwhile planning accomplished by various organizations, there are attached various plans prepared indicating proposed treatment of individual areas, as well as, a master plan upon which there is shown by color and legend the recommendations offered at the present time.

"The following are general recommendations for the use and treatment of various areas:

1. All R/W owned on Big Pine Key should be retained.
2. A minimum width of R/W of 200' should be retained across West Summerland Key.
3. Recommend further improvement of the westerly bridgehead on West Summerland Key as shown for Spanish Harbor Parking Area. Sheets 5, 5A, 6, 7, 8, 9, 23, 25 of the plans.
4. Provision should be made for a Boy Scout Camp at some point on South side of West Summerland Key. This can be accomplished by either permit or lease.
5. Recommend leasing area of old CCC Camp for a Trailer Camp Park. See sheets 10 through 26.
6. Recommend retaining remainder of West Summerland Key for future development.
7. Recommend retaining a minimum width of R/W of 200' across Bahia Honda Key.
8. Recommend permanent dedication to the Public the narrow area south of the R/W at the West end of Bahia Honda Key from the west end of Red Lake to Bahia Honda Bridge for a public bathing beach and park. This to preclude any possible future sale to an individual.
9. Recommend development on North Side of Bahia Honda Key from bridge to a point approximately 2000' east. This may be accomplished by State or controlled long-time leases to other parties. Leases should be for limited width of lots and building restrictions, so as to provide all necessary facilities properly operated, thus eliminating any monopoly of the choice waterfront area. See Sheets 4, 27, 28, 29, 30, 31, 32.
10. Recommend retaining North side of Bahia Honda Key from a point opposite west end of Red Lake to Kyle property at east end of Key for future development.
11. Area between Red Lake and the ocean should be controlled by general policy. See Sheet 4.
12. Recommend retaining all R/W owned across Ohio Key.
13. Recommend retaining all R/W owned across Missouri Key.
14. Recommend a minimum R/W of 200' in width be retained across Pacet Key. (Little Duck Key) See Sheets 36, 37.
15. Dedicate South side of Pacet Key beyond R/W line to public for use as a bathing beach. This is one of the best sandy beaches on the entire Keys. See Sheets 33, 34, 37.
16. Recommend retaining North Side of Pacet Key beyond proposed R/W line for future development. See Sheet 35, 36.
17. Recommend retaining Pigeon Key. This camp is necessary for the operation of the District for an indefinite period.
18. Recommend retaining all R/W and bridge

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head at Knight's Key. See Sheets 39, 40, 41, 42.

19. Recommend holding Marathon tract for operation and maintenance headquarters; an area along the bayfront may be developed as a bathing beach and picnic grounds. See Sheet 4.
20. Recommend retaining all R/W across Vaca Key and Crawl Keys and Grassy Key. This R/W now owned by State Road Department. Attorney directed to collect rental from occupants of fish house on SRD R/W, on Vaca Key.
21. Recommend regaining Conch Key if returned to State. See Sheet 4.
22. Recommend a minimum R/W of 200' in width across portion of Long Key owned by District. Hold all other R/W on Key. Hold other property on Long Key for future development. See Sheet 4 for parking area on District R/W at bridge-head.
23. Recommend notice to vacate be served now on Craig at Craig Key to be effective at expiration of present lease which expires about Jan. 1948. Said lands to be retained for right of way use for roads.
24. Recommend policy be adopted by District similar to Road Department policy, in which no concessions are permitted upon designated R/W.

"Submitted, May 4, 1946.

(Signed) B. M. Duncan

General Manager and Chief Engineer  
Overseas Road and Toll Bridge Dist.

(Signed) N. S. Emery

Division Engineer  
State Road Department"

#### APPROVAL OF EXCHANGE OF CERTAIN LANDS ON LOWER MATECUMBE KEY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, it appears desirable for this Department to exchange certain lands on Lower Matecumbe Key with J. A. Davis and Sarah V. Davis, his wife, and M. Lewis Hall and Mary Frances Hall, his wife; and

WHEREAS, as a part of the consideration for the above described proposed exchange of lands the Department has agreed to grant a non-assignable license covering the following property, to wit:

All that portion of the land owned by the State Road Department in Section 11, Township 64 S, Range 36 E, in Monroe County, Florida, between the south line of said Section 11 and the easterly end of Lower Matecumbe Key, lying southerly from a line fifty feet southerly from and parallel to center line of existing paved highway on State Road 4-A.

for beautification purposes only, to be developed by the above named proposed licensees at no expense to the Department; and

WHEREAS, the Department does not have immediate use for the lands proposed to be licensed, and the contemplated park development appears to be in the public interest,

NOW, THEREFORE, BE IT RESOLVED, that the Chairman of the State Road Department be and he is hereby authorized to execute the proper license to the said J. A. Davis and Sarah V. Davis, his wife, and M. Lewis Hall and Mary Frances Hall, his wife, as a part of the consideration for the above described exchange of lands, limiting the use of said lands, proposed to be licensed, for beautification purposes only, and reserving the right to cancel said license when the lands in question are in the judgment of the Department needed for highway or related purposes, provided that the said beautification be completed within a period of two years from the date of the license; and provided further that no work shall be performed on said lands until a plan for beautification of same shall have been prepared and submitted by the licensees to and approved by the State Road Department; and provided further, that said license shall be subject to all existing permits.

#### REQUESTS FROM KEY WEST AND MONROE COUNTY

Mr. Earl R. Adams, Member of the Board of Commissioners of the Overseas Road and Toll

Bridge District, expressed the appreciation of the people of Key West for the Department's action designed to shorten the period of tolls on the Highway. He presented a request from the citizens of Key West that the Department designate the portion of Roosevelt Boulevard which runs on the south side of Key West, as a part of the Overseas Highway.

Messrs. Allen Parrish, Chairman, and Maximo Valdez, Member of the Board of County Commissioners of Monroe County spoke in the interest of this road. Mr. Parrish said the County had repaired the road to a width of 25 feet for a distance of one and one-half miles, but had no more money. Mr. Valdez spoke of a resolution adopted by the Board of County Commissioners requesting the Department to repair the road.

The delegation was advised by Chairman Bayless that if the Board of County Commissioners of Monroe County would by resolution request the State Road Department to repair the road in question, and at the same time by resolution request the Board of Administration to pay from the future 20% surplus gasoline tax fund accruing to the County, to the State Road Department a sum sufficient to reimburse the Department for the cost of such repairs, the Road Department would be in position to act upon such request at its next meeting.

Mr. Fultz advised them that the Road Department has no authority to designate a road; that such designation can be made only by the Legislature.

#### ADJOURNMENT

There being no further business before the Board, on motion by Mr. Fultz, seconded by Mr. Guernsey, the Members agreed to hold the next meeting in Tallahassee on June 24, and the meeting was adjourned.

#### SHAW ON PRONUNCIATION

What should be done about the English language? Bernard Shaw has seized upon the successful revival of his old play, "Pygmalion," to bring up the question again. As "Pygmalion" deals with the vast importance of correct pronunciation, this gives him an excuse to take up the related subject of spelling and an alphabet to record sounds accurately.

Shaw thinks our present spelling system ridiculous, having little to do with pronunciation. His star example is "ghoti," a made-up word which should, he says, be pronounced "fish," "gh" as in "enough," "o" as in "women" and "ti" as in "nation." He would change the alphabet to make preposterous examples like this impossible.

Better men than Shaw have tried to improve English. Over the years it does improve, simplifying its spelling and making its grammar less pedantic. But even in today's revolutionary age, changes like those proposed by Shaw are among the least likely happenings in the world.—Pensacola Journal

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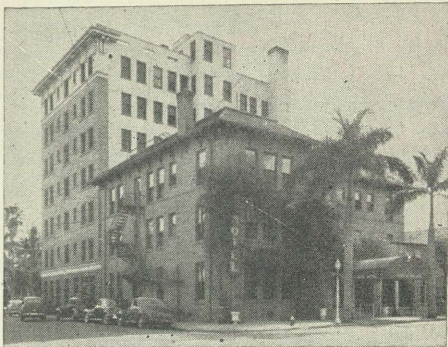
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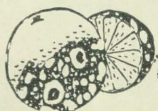
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## CELERY BUILT FLORIDA COMMUNITY; TOWN HAS ONE CHURCH, NO DEBTS, \$90,000 IN BANK

... By Stephen Trumbull, Miami Herald

SLAVIA, Fla.—This is a town of one religious faith, one national background and virtually one crop—and as unique a rural community as could be found from the Georgia line to Key West.

Don't look for it on the map. It isn't there, not even in the fine print. It's just an unincorporated group of houses scattered along precisely two-tenths of a mile of Florida Highway 202 some 15 miles northeast of Orlando, yet it has a financial position that would turn larger towns green with envy. Slavia has a population of 90.

The \$10,000 Slovak Evangelical Lutheran church around which the community is established was paid for before the first of the red bricks was put in place. It is the only Slovak Lutheran church between Virginia and the Argentine.

The money is now in the bank for a \$50,000 denominational school. Slavia will send no more of its children to these county schools where such business as evolution is even mentioned once this school is finished. It will be started as soon as materials are easier to obtain.

There's another \$90,000 in the bank and a deed for 41 acres on the edge of the community—both from the same donor—for the National Lutheran Haven, a home for orphans and old people on which work is expected to start within a year. The forthcoming orphan influx is the additional reason for that big school. Slavia itself has only 20 children of school age.

Slavia had not a single representative on the WPA rolls during the last depression. It doesn't expect to have any during the next one. Its citizenry are in that financial condition known locally as "well padded."

Celery and hard work are the twin reasons for the town's success story.

It all started back in Cleveland in 1912, when some Slovak-American factory workers and mill hands started discussing the dim future. Their working years were limited. There were no pensions for them, and wages were low.

They had been farmers in the old country, and they'd heard of a place called Florida where land was cheap. A little corporation was formed and a committee was sent down. With the total capital of \$2,500, raised by 12 families, they bought a pine woods tract, only to be forced to raise more money to clear the title. A sawmill had the timber rights.

### Hard Sledding

For a time it was hard sledding, then came the celery bonanza when three acres would start a man on the path to riches. Once these thrifty Slovaks got on the path it was strictly "eyes front, forward march." Before the days of phenomenal profits ended they were big-scale operators, owning farms counted in hundreds of acres.

A few others joined them from Pittsburgh and Connecticut. The most successful of the lot, the Duda family, now owns many farms, packing plants at Slava, Zellwood and Belle Glades, with a 48,000-acre Brahman cattle ranch on the St. Johns river just as a sideline.

The Dudas are the leading contribu-

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tors to the church projects, past and present, local and national.

While heavy in support of charities in the homeland of their ancestors, Slavia always goes over the top, and by a very wide margin, on war bonds, Red Cross and other projects of the country of their adoption.

#### No Borrowing

They don't like to be "beholden to outsiders" in Slavia. Community interests have bought up the \$96,000 in RFC bonds that paid off their drainage district indebtedness. If the county pleads poverty when Slavia wants a new side road, Slavia just builds the road itself.

All inquiries for information are met with: "See Pastor Tuhy." Everyone else is too busy to talk. The Reverend S. M. Tuhy is too busy too, but he realizes that talk is part of a pastor's burden. A youngish fellow with quiet vigor and the build of a good quarterback, he's up to his ears in work. The pastor of the Slovak Lutheran church of Slavia is more than just an average small-town preacher. He's the spiritual leader of every soul in the community, the head of the church that is the community.

His church, like the school to come, is bi-lingual, with three sermons a month in Slovak and the fourth in English. There's no absentee problem in the Church.—Miami Herald

#### FLORIDA'S FIRST TANNERY

Keeping pace with the state's rapidly growing cattle industry, Florida's first tannery will be located in Lakeland, it was announced April 5.

The Lakeland Tanning Company, Inc., a newly-formed \$250,000 corporation, reached an agreement with the city for a 99-year lease on a 17-acre tract of land on the new Auburndale highway, three miles east of the city limits.

Ernest Radke, president and general manager of the corporation, announced that a contract for the new buildings to be erected on the site would be let within the next few days.

#### Will Hire 50

Radke said 50 persons would be employed by the tannery at first, with all but six hired locally. The others will be skilled tanners brought here from the North.

The main building will have 24,000 square feet of floor space, including a warehouse and boiler room and will be built at a cost of \$75,000, Radke said. The building will be of concrete block and steel construction.

With Radke is Curtis Peterson of Oak Park, Ill., who will be production manager. Peterson said the plant will begin

operations with 600 sides (300 hides) per day, but that production will be doubled or trebled in a short time.

Radke formerly owned the Michigan Wool and Tanning Company of Detroit, and has been in the tanning business for 12 years. Peterson has been connected with a tannery in Massachusetts since his discharge from the Marine Corps a year ago, and "grew up in the business" prior to entering service.

Florida hides are now sent to Eastern or Midwestern tanneries for processing. The new plant will take the green salted hides direct from the packing houses, and in turn send the tanned leather to factories in other states. Leather tanned here will be utilized in gloves, garments, sporting goods and shoes, Peterson said.

#### Plan Expansion

It is hoped to add a fabricating plant here later, which would make leather goods and employ more than the tannery, Peterson added.


Radke and Peterson decided to locate here when they paused in Lakeland recently to visit Ridhard Tenwick, Lakeland friend of Peterson's for years. The two men talked with John R.

Wright and Walter Engle of the chamber of commerce new industries committee and arrangements for the lease of the property were made through Tenwick.

Engle said the bulk of the capital is being put up by Radke and Peterson, but some stock will be offered in Lakeland.

Engle said the state became interested in tanneries in Florida five years ago and the University of Florida made a survey two years ago.

The chamber of commerce here has been working on the project for more than two years.—Tampa Tribune



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(Continued from page 11)

when rains are heavy. As a further precaution against flooding, dikes are built into drainage ditches to hold back overflow from the nearby Caloosahatchee.

The marketing end of the business is a man-size job in itself. Orders are handled by wire and some growers even maintain teletypes to keep their finger on the constantly changing market.

At present, Lee county's gladiolus flower garden is confined to the Iona

section, a farming area south of Fort Myers and the Caloosahatchee river.

Even in the mild winters of Lee county, Iona is unique in being free from frost danger. Weather bureau records show that temperatures in the Iona section drop no lower than 35 when the reading in nearby Tampa dips to 28 degrees.

Lee county planting usually begins the latter part of September and continues to January. Plantings are made at weekly intervals, some of the larger companies planting as many as a million bulbs a week. This gives a succession of spikes for the northern markets through December to early April.

For the motorist touring Lee county's highway, the expansive gladioli fields are an odd sight. As has been noted before, blooms are seldom allowed to mature in the field and to the uninitiated the whole thing looks like a big crop of unblooming pond lillies.

Of course there are occasions, late in the season, when a field is left standing after harvesting is ended and before time to plant a cover crop. Then the flowers blossom out in their natural state and you can imagine what a riot of color the field becomes.

But even though blooming gladioli are rare in the fields, there are plenty of the gorgeous flowers to be seen in the homes and places of business all over Lee county.

The advent of the industry has made Lee county citizens gladiolus

conscious. Stores buy them locally and retail them by the dozen at prices that would make northern flower lovers green with envy. Housewives raise them in their gardens and during the season Fort Myers, the county seat of Lee county, is literally bedecked with banks and bouquets of these beautiful blooms.

The gladiolus growers who pioneered the field are confident that Lee county will continue to hold its place as a leader in the industry. They point out that nowhere else is climate and soil so ideally suited to their production.

With the coming era of shipment by airplane, they expect to sell gladiolus in every corner of the United States. They expect in time to make Lee county the gladiolus garden of the nation.

#### LET'S LEARN THE LESSON NOW

There can be no doubt that Florida is now in the midst of the greatest tourist season in its history. The influx of Winter visitors surpasses the visitations even of the lush twenties, and the over-crowded conditions of all of our cities, particularly those which fall in the resort category, beggar description. Housing and hotel facilities long ago were filled to capacity, with the result that our visitors, who came late, are having to sleep in tents, park on park benches and in hotel lobbies.

In short, the State was totally unprepared for the unprecedented migration of our friends from the cold northlands, but by and large we are trying to make the most of a very bad situation, and are meeting the problem in the best manner possible.

There is one very grave danger, however, and Governor Caldwell has very aptly called attention to it in the statement that "there is excuse for service somewhat under par, but none for gouging purses."

Nothing, we think, could do the State greater disservice nor work to Florida's greater disadvantage than to permit "gouging" of our winter visitors. "Soak" a tourist now and you lose him forever. Therefore, it seems to us that in this, our first winter season after four years of war, we need more than ever to "put our best foot forward." If we don't, other resort centers of the nation will take the best of the tourist business and give us the "leavings."

—Municipal Record

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## IT HAPPENED IN FLORIDA

(Continued from page 15)

five-room bungalow, laid the foundation, raised the chimney and did most of the carpenter work. Jungkunz offers an intense desire to keep busy as his remedy for a winning battle with old age.

A Kissimmee Coast Guard veteran, Dan A. Barden, goes into the woods, cuts down his own cypress saplings and builds an average of 50 pieces of sturdy rustic furniture by hand each week.

Harold G. Williams of the Gulf Atlantic Transportation Company of Jacksonville was featured in a picture-story in the May issue of the American Magazine because of his idea to ferry motorists in their automobiles from Key West to Cuba.

His aptitude as an amateur chemist has built up for F. P. Stewart, retired salesman, a business in Miami Beach that ships out 5,000 pounds of cleaning crystals each week.

A 22-year-old Newark, N. J. youth, Mario Del Gardo, arraigned on a charge by the Federal Bureau of Investigation that he had failed to register for selective service, said he had graduated from a coeducational college in Florida as a girl with a degree of bachelor of arts and had lived in many parts of the country as a woman.

When Addie Virginia Hamilton, age 21, gets her diploma, she will be the first girl to win a bachelor of science degree in agriculture, with a major in animal husbandry, in the history of the University of Florida.

Jacksonville juvenile court authorities are looking for a young man and a woman, who left a 15-months-old boy to board with Mrs. W. G. Stevenson, agreeing to return periodically to pay her, but who haven't been back. Mrs. Stevenson forgot to ask the names of the couple.

Surgeons at Pensacola hospital removed an open safety pin from the esophagus of Richard Ging, age 18 months. The pin was detected in an X-ray ordered when Richard failed to respond to treatment for a stomach condition.

Little Elsie Carroll Smith, 3-year-old daughter of Sid Smith of Eustis, who has been his constant companion since her mother's death a few months ago, was struck on the back of her

head by an airplane propeller just after returning from a short flight with her father. Her injuries were serious, but she is greatly improved.

An 11-year-old girl who can make her own clothes, cook a tasty meal or entertain a large audience with accordion music is worthy of note. But Barbara Puch, a Four-H Club girl of Arlington, near Jacksonville, can do all these and raise a prize winning garden, a flock of turkeys, play the piano and take art lessons on the side, so we think she is definitely unusual.

Mrs. Florence Smith of St. Petersburg was found guilty of assault because she had spanked two-year-old Ernest Martin, in the absence of his mother, as an aftermath of a fight in which two of her young sons also were involved. Judge John T. Fisher withheld fine or sentence subject to good behavior in the future.

A brief career as "professional snake-catchers" in West Palm Beach area came to an abrupt end when three teen-age boys were picked up by police and held pending arrival of their parents to return them to their homes in Miami.

Five juveniles arrested and charged with firing air rifles into more than five Tampa homes, injuring one little girl, were sentenced by Juvenile Judge Kickliter to earn \$20 each and contribute that amount to the Tampa Boys' Club fund.

A 14-year-old fellow from the Bronx has been sent home from Jacksonville in charge of his mother after a brief and unofficial tour of duty as a U. S. Marine, which was financed by money stolen from his grandmother.

A trolley car "split" the switch at a downtown intersection at Tampa, the front end going down one street and the back end down another, blocking traffic for hours.

When 9-year-old Junior Wendland of Miami popped his toy pistol too realistically, William J. Ward, 73, decided to take Junior's pistol away from him. This annoyed Junior's mother and she hit Ward over the head with a dust mop. Then Mrs. Wendland got irritated with Junior and tried to take the pistol away from him and he popped her with the pistol. Results: Mamma was sent to

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the hospital with injuries received from Junior, and Ward is faced with 5-day suspended sentence on charge of assault and battery.

A thief recently stole a Bible from the parked car of Clyde A. Epperson of Miami.

106 ROTC .45 caliber semi-automatic pistols were stolen from the Hillsborough High School ROTC armory in Tampa on a recent Saturday night.

A thief put chewing gum on the end of a small stick to take coins from collection bottles of the American Cancer Society in Miami.

Leslie Mortimer, 22, of London, a cook aboard a British vessel lost his wallet while robbing a Jacksonville store and the identification in his wallet helped police to find him in short order.

Soon after daylight saving time went into effect in Miami a thief broke into the home of Mrs. M. E. Masters and stole an electric clock worth \$15. He must have decided his clock was out of step.

Stanley Francis has received

through the mail part of the loot valued at around \$700, which was stolen from him and Mrs. Dorothy Whitten as they were sitting in a parked car in St. Petersburg. Returned were a watch valued at \$55 and setting for a ring. The diamond had been removed.

A reformed pickpocket helped Hillsborough County and Tampa officers to rid the city of pickpockets in 1941, but the story has just been told. The man was known as "John Doe" and has since disappeared.

In Bartow, a Tampa woman with one husband too many filed a suit for divorce and annulment in circuit court to get rid of both of them.

### HERO IN TROUBLE

It is an old story that democracies are ungrateful, tending to make use of good and able men in emergencies and then lightly casting them aside. Plenty of such examples may be found in the history of the recent war.

There is Sgt. Forrest E. Everhart, for instance, aged 24, from Bainbridge, O., honored by the United States Army as the first Ohioan since the Civil war to win the coveted Medal of Honor and emerge alive. He won great acclaim at the moment, but apparently was soon forgotten. Aside from the medal, according to a current news story, he has nothing. He is rated as one of the great heroes of the Second World war, and on his medal are inscribed these glowing words:

"The gallantry and intrepidity of Sgt. Everhart, rallying his men and refusing to fall back in the face of terrible odds, were highly instrumental in repelling the fanatical counter-attack at the American bridgehead across the Moselle river on November 12, 1944."

There is no higher decoration than that, for military valor. But he is "just a shy kid, except with a gun," and he has been reported lately as "broke and hungry, unable to get a job because of the 'trench feet' that he acquired in ten days of continuous fighting in the water at the Moselle river, refusing to fall back against terrible odds, with neither food nor sleep." And now a current account says he can't get a job because his feet hurt.

It rather looks as if the entire American public, in one sincere gesture of humility, should apologize to him and his wife and young son, who have been tramping the highways with him. They are now in Texas. There are too many such people—better men than we are—in the same fix.

He'll probably get a job now—but how about the rest of them?—Pensacola Journal

FLORIDA HIGHWAYS



## FLORIDA FOURTH ESTATE

(Continued from page 18)

involved. The present cry for granting Indians citizenship is interpreted by many as the desire of whites to possess Indian land, much of it extremely rich. White Indian-sympathizers claim the consequences would scatter the Indians and be disastrous culturally and religiously for the red men, who regard the land as theirs by divine right.

It is pointed out, also that few Indians are ready for citizenship, having little knowledge or interest in the white man's language, history or customs. The tribes live in smoothly run communal units under ancient moral, ritualistic and cultural patterns, untroubled by taxation or politics, where everything is for the common good and each person is an individual with his own right.

Why should the Indians want to change this? Why indeed should they risk losing their lands and their ancient sheltered life for the privilege of joining the white man in voting and carrying his tax load and all his other troubles?—Sanford Herald

### PLANT PINEAPPLE

There was a time not so long ago when most gardens in Fort Myers boasted a patch of pineapples. They were good ones, too, and served as a fine interim fruit while the oranges and grapefruit were ripening. Anyone who hasn't eaten the tiny natal pineapple, commonly called the sugar loaf, has missed a treat. It may be found occasionally in the market here, a Lee county product, and the gold juicy fruit is so sweet that sugar is superfluous.

Several varieties can be successfully grown. County Agent Carl Heuck recommends the abacca, a large pineapple of good flavor. Before he sold his home in Edison Manor, he had a patch of

50 abaccas there which provided breakfast fruit for early fall. While the pineapple is a year around crop in Florida, plants set out now will bear fruit in November.

Pineapple growing should be revived in Lee county because that area in which they can be produced is limited and the market is reliable. Moreover they make an exotic, picturesque addition to a garden. Somewhat resembling the century plant, the pineapple is a rosette of stiff, thick, sharp-pointed, prickly-edged leaves. From the center rises a stem sometimes four feet high, which, near the summit, swells into a fruit.

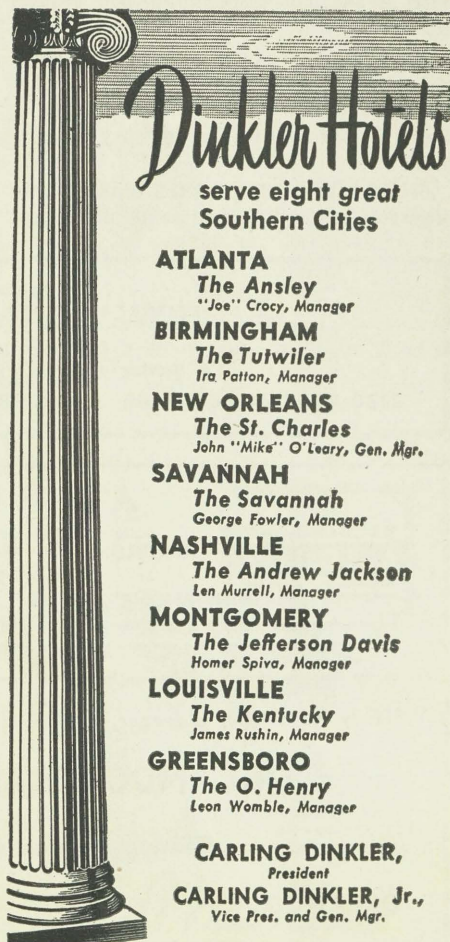
Easy to grow, the plants are set out 18 to 24 inches apart and cultivated only an inch deep to avoid root injury. Propagation by the suckers or ratoons that develop at the base of the old stems brings the quickest results. Planted now they would yield fruit in the fall. Slips can be used but they take from 18 months to two years to develop.

Moderate dressings of fertilizers composed mostly of organic materials such as ground bone, tankage and cottonseed meal should be applied. A mulch of grass clippings or leaves is welcome and the plants like any well drained but moisture-retaining soil with about 50 per cent shade. If planted for summer harvest, a covering of straw is recommended as pineapples are susceptible to frost.

Many people are prejudiced against the pineapple because their experience is limited to the unripe fruit so often offered in the markets. A green pineapple is as unappetizing as a green banana, if not more so.

Just as a few orange trees in a Florida garden are ornamental as well as useful, so a patch of pineapples can tickle both the fancy and palate of the grower.

Because the plants are hardy and need little attention, winter residents could set some out before they leave and let the summer rains do the rest. A little attention occasionally when the grass is being cut would be sufficient cultivation and in November the fruit would be waiting to be picked. Peeled and sliced, chilled overnight and ready for breakfast, a garden-grown pineapple would make a fine welcome back to Florida.—Ft. Myers News-Press



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## HOW TO STAY AWAKE WITHOUT ILL EFFECTS

. . . Ralph T. Jones

He came into the office and took a seat. He is, he told me, 83 years old. I'd never have guessed it. Seventy-three, yes. But 83, no. However, I didn't doubt his word. He should know his own age.

I offered him a cigarette. He refused. I lit one. I thought he looked at me with a slightly disparaging smile as I did so.

He told me he had read, in The Constitution, a news story about students in one of our local colleges injuring their health by the use of "stay awake" pills.

"Now," he said, "I don't blame those boys for trying to trade some sleep time

for study time. I know how hard college work can be. I took a four-year course in three years and I can tell you it's terrible.

"But using 'stay awake' pills ain't the right way to do. I discovered a harmless, safe way to keep awake, and to keep the mind alert, by accident, you might say.

"What I was doing was trying to find something that would prevent the driver of an automobile from going to sleep while driving. A whole lot of road accidents are due to that cause. I wanted something that would keep me awake after I'd driven 400 miles or more at a stretch.

### Sip, Don't Gulp

He then told me how, although a lifelong teetotaler, he had taken a few drinks of wine when visiting in France,

because all the French drank it and he wanted to see what the effect would be. He said he noticed that French people spend a long time on one drink. They don't gulp it down in one or two swallows, but sip and sip, taking many minutes to consume a glass full.

And, he said, if you sip the effect of the alcohol is much reduced.

Then, one day when he was tired of driving, he stopped at a wayside lunch-room and asked the waitress what she would recommend as a refresher. She brought him a glass of orange juice. He drank it and went out much refreshed and wide awake again.

So, he said, he decided to experiment with orange juice. He said he got an analysis from the **Florida Growers Association**. Then he got analyses of the human nerves and other portions of the body and found them, basically, remarkably similar to the orange juice analysis.

He experimented with men and women in all walks of life, he told me. He discovered that two percent were allergic to orange juice. But the other 98 per cent responded just as he did.

At this point I lit my second cigarette. He looked even more critical than about the first.

### Every Hour

Since then, he said, he had made it a rule, when driving a car, to stop every hour and drink an eight-ounce glass of orange juice.

"But," he warned, "you must sip it. Don't gulp. Spend a minimum of three minutes on the glass, taking a sip at a time. You'll find it keeps you awake, lessens fatigue.

"It will work for students studying for an exam just as it works for the drivers of automobiles. Tell 'em to try it."

Okay. If any of 'em have read this column, so far, they've been told. I hope it helps.

### The Food Problem

"I had another suggestion—" he said, hesitantly.

"Go ahead," said I. "Always glad of ideas."

"Well," he said, nodding toward the smoking cigarette between my fingers. "Those cigarettes you smoke. I wouldn't be alive at 83 if I hadn't quit smoking 20 years ago.

"But that's not the point I want to make.

"I've read about an awful shortage of food in Europe and some other parts of the world. Millions of people starving, millions expected to die before we can get enough food to them. President Truman has asked us to use more of the wheat in our flour.

"That's all true, I suppose?"

I confirmed the truth of the reports.

"Well," he said, "I know how to solve

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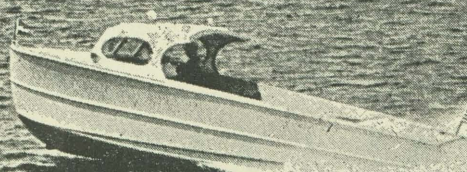
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the problem." He looked at me with a sort of triumphant twinkle in his eye.

"Yes," he said, "I do. What I'd do is cut down the acreage in the tobacco crop, this year, by at least 50 percent. Grow food on the land instead.

"Then there'd be enough food to feed all the starving in Europe. And if we all, in this country, cut our smoking down by 50 percent we'd be better off."

As he left the office, he said he'd be back next year to see how I was getting along.

Some folks do have funny ideas, I thought, as I lit another cigarette.—Atlanta Constitution

## FLORIDA JUDGE PENS AMUSING STORY OF FISHING EXPERIENCES

Outdoor Life Carries Curtis L. Waller's Article, Entitled 'Bass Facts'

Judge Curtis L. Waller, whose outstanding jurisprudence as a member of the Fifth U. S. Circuit Court of Appeals is augmented by his keen wit, has turned author to impart some of his accumulated angling wisdom in an article appearing in the March issue of Outdoor Life.

The former Tallahassee lawyer, who was named a United States district judge in Florida in 1940 and who was elevated to the appellate court in 1943, entitled his article "Bass Facts," and, according to the subtitle, it enumerates "do's and don'ts for catching bronzebacks—including one rule it took all of 40 years to learn—as distilled from the experience of a Florida judge who knows his waters well."

As the magazine says in a thumbnail sketch about the author, read it "and you'll have a good idea of the kind of man who wrote it. Curtis L. Waller, himself, seems to feel that it tells quite a bit about the author, for he's content to sum up his career—as distinct from his philosophy and his fund of fishing lore—in less than a dozen milestones."

"Having been born and reared on Dry Creek, a Mississippi stream which lived up to its name and went dry every Summer, it's not surprising that I developed a yearning to fish," Judge Waller begins his story. "And, like other normal humans, I hankered for things difficult of attainment. A creek that ran lustily in the Winter and early Spring, only to become a waterless ditch in the heat of the Summer, merely served to kindle a longing to fish which could not be fulfilled."

### Drawn to River

Judge Waller comments that "perhaps it is the memory of that frustrated boyhood desire which in these mellowed

years so often leads my feet to the river's edge here in Florida where I now live. Or perhaps it is the spell of the first fish I ever caught that still calls me from the pages of the law books, or from the Federal Court bench on which I sit so solemnly."

The story about the first fish he caught was his "most exciting piscatorial performance," Judge Waller states. It happened when his father took him, then 13 years old, and his elder brother, on a two-day fishing trip as a reward for extra effort in chopping cotton. He had tied a dozen set-hook lines to limbs overhanging the water and "baited the hooks with pieces of the innards of some chickens—chickens we had brought along to cook in case our luck was poor."

On his last round before darkness, Judge Waller recounts that one of the hooks appeared to have become fouled. "I leaned far over, grasped the line, and pulled," he writes. "Whatever I had hooked came slowly to the surface. There it suddenly sprang to life with such a mighty splurge and splatter that it pulled me into the river. I managed to swim far enough to reach some low-hanging limbs and pull myself ashore. I knew now that I had tied into a scrappy and powerful fish. I made another try at landing him but he was too much for me, so I ran for help."

With help, the fish, a blue cat that weighed 45 to 50 pounds, was landed "and he still ranks as the largest freshwater fish I have ever caught."

"In my mind, soul and body I've been a fresh-water fisherman ever since, although I have changed from set hooks and chicken innards to rod and reel," Judge Waller admits.

### Heeds Florida's Call

"Hearing that Florida claimed to have more lakes and streams and more big black bass than any other civilized state, I moved there more than 20 years ago," he continues. "Since that time I have engaged in much practical research in the matter of bass fishing."

Judge Waller reluctantly confesses that he has dabbled and trolled for bass and on a few occasions has been guilty to tempting larger and hungrier ones to go for a live shiner, but adds, "in this, however, I take no pride. I'm essentially a plug tosser and I throw my lure at stumps, logs and likely spots. I even keep at it as a form of target practice—and enjoy it—when the skulking rascals won't come out and fight."

Calling plug casting, particularly in the swiftly running streams of Northern Florida a health-building pursuit, and relating the thrill that comes from making a good cast, Judge Waller comments:


"For my part, I find this pastime the quickest and surest surcease from an ill-considered reversal by the Supreme Court that life can offer to a Circuit Court judge. Around each bend a new vista opens—revealing new eddying nooks into which you send your plug, much the same as a hunter sends his dog to cover all the likely places in a field.

"So let me remind those lawyers who seek and find me not that I owe it to them, to the litigants, and to the jurisprudence of the land to live long and serve nobly. Besides, I have a family tradition to live up to. My mother and one of my father's brothers are both going strong at ninety-five. My father was 85 when he died. Four uncles made 90 or better, and an aunt lived to be eighty-eight.

### Recreation Is Tonic

"But judging by the way my muscles groan, my joints creak, and by girth expands, I shall surely let the family down unless I devote myself liberally to the recreation so well suited to my

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physical, mental and spiritual necessities. Moreover, it might just be their luck for me to die in a Republican administration, in which case none of them could get my job, anyway.

"Meantime, in the expansive mood engendered by all these benefits, I wish to make certain that the angling wisdom I have accumulated through the years shall not perish with me. But even a scientist is not required to reveal all he knows, so in setting forth the results of my investigations I shall omit the name of the stream in which the best bass are to be caught lest other plug chunkers hurry there and beat the waters into a lather."

Judge Waller then classifies his knowledge under various sub-titles to tell what he has learned. Under "Things I know as to when black bass will strike," he answers "nothing." He does, however, list "Things I know as to when black bass usually will NOT strike," "Things I know (or think I know) that affect the striking of black bass," concluding with, "And this brings us to the thing that has taken me 40 years to learn:

"If you want to catch black bass, chunk your lure to one that will take it—and then don't let him get away."

Judge Waller presided here on several occasions as a district court judge and is sitting here this week as a member of the Circuit Court of Appeals.—Florida Times-Union

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### HYACINTH PROBLEM

The fishing and water commerce "bugaboo" that inhabits the waterways of Florida, more commonly known as the water hyacinth, is not even a native of the state but an unwelcome imported souvenir whose nativity is understood to be South America and possibly Japan. The hyacinth was introduced into this country in 1884, at the Cotton State Exposition in New Orleans, as a beautiful aquatic plant but now it has become a menace to navigation in the south.

The water hyacinth, which presented no serious problem until 1896 was transported to this state in 1890 by a resident of the upper St. Johns River Area. The resident, while attending the Cotton Exposition was given a plant bulb by the Japanese Aquatic Horticultural Exhibit at the Exposition, and transported it to Florida for use in a yard fountain basin.

The plant multiplied rapidly in the yard basin and the surplus bulbs were disposed of in the St. Johns River. The rapid spread of the plant to other waters of the peninsula part of Florida was due largely to the highly favorable conditions throughout the state.

On March 3, 1899, legislation was enacted to provide for relieving water hyacinth congestion in the navigable waters of Florida where forming a menace to navigation (H. Doc. 91 55th Cong. 3rd Sess.). On June 13, 1902, the act was modified to provide for the extermination and removal of water hyacinth by any mechanical, chemical or other means. However, the act of March 3, 1905, prohibited the use of any chemical which was injurious to cattle feeding on the treated plant.

At one time, spraying the plant with an arsenical solution was found to be an effective means of destroying the plant but its use is prohibited by the act of March 3, 1905, and was abandoned. Later, mechanical means together with the drifting process were used to some degree of efficiency but more recently a cutter or destruction boat was constructed, which is an accepted process for combatting the menace. It has been found that after the water hyacinth has been cut with one of these boats it soon disintegrates and sinks to the bottom.

Several crops of hyacinth are believed to mature in a season, the season beginning in the early spring and ending in the late fall. Research indicates that until the seed fully matures in the flower, the plant will not grow if transferred. Therefore, attention has been centered on destroying the plant before it can blossom and spread its seeds or off shoots. The War Department, Corps of Engineers, has spent thousands of dollars attempting to rid the waterways of this menace and so far have met only with some minor degree of success.

The hyacinth's habitudes are not only Florida but also Alabama, Mississippi, Louisiana, Texas and possibly some other southern states. Scientists at Southwestern Louisiana Institute have recently developed a way to help rid their state of water hyacinth by spraying them with a hormone-like compound that stimulates some plant cells to an almost cancer-like rate of growth, making them grow too fast to live. This method, however has been publicized with caution because further toxicity tests are necessary to prove it practical.

The plant not only impedes navigation but it also has an appalling effect upon fish in plant infected waters. It has been found that the hyacinth destroys the biological equilibrium of fish producing waters and when the hyacinth moves in, the fish must migrate or starve. From a hygienic standpoint, the hyacinth under some conditions seems to promote the development of malaria-carrying mosquitoes.

In response to the following resolution adopted February 6, 1945, at the request of Congressman James Dombegaux of Louisiana, the Division Engineer, South Atlantic Division, Atlanta, Georgia, has been assigned the duty of making the necessary investigation and preparing a report on the infested areas within his Division which includes the southern states east of the Mississippi River.

"Be it resolved by the Committee on Rivers and Harbors of the House of Representatives, United States, That the Board of Engineers for Rivers and Harbors created under Section 3 of the River and Harbor Act, approved June 13, 1902, be, and is hereby requested to review the reports on Water Hyacinth Obstructions submitted in the House Document Numbered 91, 55th Congress, 3d Session, with a view to determining (a) whether any expansion of the scope of operations, or any change in the method now employed, for exterminating and removing the hyacinth plants and other marine vegetable growths from the waters of Louisiana, and such other States as are affected, is advisable at this time; (b)



the nature and extent of the various public benefits that would accrue from such extermination and removal, and (c) the amount of local cooperation that may be warranted by reason of the local benefits.

"Be it further resolved that this action be taken with the view of determining the estimated cost of permanently eliminating the hyacinth plants and other marine vegetable growths from these streams, and that the cooperation of the Fish and Wildlife Service of the Department of the Interior, and of the Department of Agriculture and the United States Public Health Service be solicited, since the aforementioned obstruction of such streams affects the fishing industry, agriculture and health conditions."

On February 11, and 12 of this year, in connection with the investigation, the First Conference of the South Atlantic Division Committee on Hyacinth Eradication and Control, was held in Atlanta, Georgia, the Conference was attended by representatives of the U. S. Engineer Department, U. S. Department of Agriculture, U. S. Fish and Wildlife Service and the U. S. Public Health service. As a result of the conference a field survey is to be initiated, based on Aerial photos as far as practicable, and on ground reconnaissance. The survey is to start in the near future. Public hearings will be held throughout the state to provide data for the report. It is believed that with the cooperation of the above mentioned agencies as well as the state, county, and civic organizations concerned, a satisfactory program for ultimate eradication of water hyacinth will be developed and recommended to congress.

## FLORIDA'S HISTORICAL SITES

In Florida, one of the nation's most popular tourist states, there are more than a thousand historical sites, only a dozen or so of which are designated with bronze and concrete roadway markers.

In Florida there are countless Indian mounds, explored from time to time only by a group of curious people who eventually will desecrate them one by one. Recently at the mouth of Fish Eating creek in the heart of the Everglades a Spanish medallion was excavated. And thus another page is added to Florida's history; another clue for a Kathryn Trimmer Abbey to explore and perhaps rewrite our history.

In Sanford, not far from the home of the Rolland Deans, on the St. Johns river, there is another Indian mound. But we doubt if much of its historical wealth remains. Too many visitors to the Deans' home have prodded around in it.

The Florida State Historical association, which up to this date, has mostly been an association of vocal action, is trying to induce the state to take over the project of marking our 1,000 historical sites, similar to the system used in Virginia. The association also wants our Indian mounds rescued from itinerant prowlers and suggests employment of a state archeologist to prohibit their destruction.

In other words, the historical people, though admitting they are somewhat late, are convinced that there is still sufficient unexplored mounds to be protected and certainly sufficient historical sites for markers. These markers themselves would add lustre and learning to any visitor to Florida. We should have as many as the association is able to discover and mark, for the more markers we can put up, the more glamorous and educating Florida will appear to its millions of visitors.—Orlando Sentinel

## AD WRITER'S ART

Just to make the boys over in the chamber of commerce feel good we print herewith a specimen of the publicity writer's art—vintage of 1887. This is from a jolly little booklet issued through the benevolence of Henry M. Flagler, the old-time Standard Oil associate of John D. Rockefeller, who did so much to develop Florida real estate values. The writer who is responsible for the adjectives has avoided all responsibility through the escape clause known as the anonymous:

"Florida, the American Italy, holds physically the same position in this continent that her classic prototype does to Europe, while her advantages are infinitely greater. Free alike from the chill mistral, which blows from the snow-clad Appenines, and the stifling sirocco from the torrid Sahara, she rests upon her coral bed and beckons the stranger to linger amid her orange groves without fear of the dreadful tremblado which menaces volcanic shores. . . . She receives from every quarter of heaven life-laden breezes, tempered to the most charming equability by that salubrious mystery, the Gulf stream."

And to bring the matter more up to date, we now note with clinical curiosity, a specimen from Miami of the 1925 boom:

"Go to Florida. . . .

"Where enterprise is throned. . . .

"Where you sit and watch at twilight the fronds of the graceful palm, latticed against the fading gold of the sunkissed sky. . . .

"Where sun, moon and stars, at even-tide, stage a welcome constituting the

glorious galaxy of the firmament. . . . Where the whispering breeze springs fresh from the lap of the Caribbean and woos with elusive cadence like unto a mother's lullaby. . . .

"Where the silver cycle is heaven's lavalier, and the full orbit (sic) its glorious pendent. . . ."

This is from an article written by the vice-president of a Miami bank, and reprinted in Frederick Allen's "Only Yesterday."—St. Petersburg Independent

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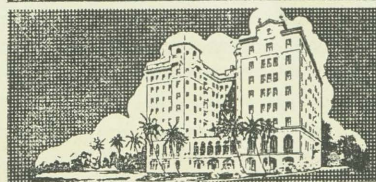
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## Delinquency May Be Lack— OF BATHTUBS

The Governor's Conference On Delinquent Youth re-emphasized the basic causes, or lacks, which contribute to the failures and evil-doing of the young.

The delegates to the meeting all agreed, as happens at similar gatherings here and elsewhere in the country, that:

**The lack of proper home influence, failure of the church and school to fill the gap where the home is wanting and continued financial stress bordering on poverty are at the bottom of juvenile delinquency.**

Other factors were instanced. But they are either aggravations or offshots of the three principle causes. All are by and large environmental. For which not only the social economists but all of us should be thankful.

Environment can be changed. There is nothing in it that is necessarily fixed. Which should be an encouragement and a challenge to those informed citizens from all sections of the state whom the Governor called to Tallahassee.

The Conference developed abundant data on environmental causes for juvenile delinquency which patently could be completely abolished or their impacts for evil reduced to a minimum by law enforcement.

The peace officers in each community should be summarily and firmly informed that hell holes and vice spots where youth is corrupted must go, or they will. An aroused public opinion cannot long be denied when officialdom realizes that the law-abiding mean business.

The first efforts of the Conference might well be directed toward a steadfast, practical and unremitting effort to create the character of public support that will not be denied.

There is no flash cure for juvenile delinquency. We cannot make better homes overnight, nor lead all the wayward young to expanding education and the beneficent and healing influence of the church. Yet, large as the task is, it can be conquered by the will and the work of such groups as gathered together under the call of Governor Caldwell.

One may be quite poor and bring up one's children in the ways of righteousness. Poverty, however, does not conduce to the social health any more than

it does to physical sturdiness in the young.

Mrs. Walter Beckham of Miami must have startled the delegates when she called attention to the little money which some Florida families make a year:

**"More than 50 per cent of Florida families with children live on an annual income of less than \$600."**

In a state where millionaires and others with more or less financial affluence disport themselves during the winter, where horsetracks see more than \$1,000,000 bet daily through the pari-mutuel machines, where night clubs cater to the tastes of cafe society, many of us fail to realize that there are poverty spots in Florida that are lush ground for juvenile crime and immorality.

On the same day, Dr. Wilson T. Sowder, state health officer, told the Florida Association of Master Plumbers:

**Nearly half the homes in this state are without modern sanitation and plumbing, that a third lack running water and a higher percentage have no bathtubs and flush toilets. Dr. Sowder foresees Florida with the highest hookworm infestation rate in the nation if**

**sanitary facilities are not made available to these homes.**

We do not argue that bathtubs make for social morality or that hookworm will drive children to delinquency. Nevertheless, the social environments that accompany these conditions usually are debasing.

The Governor's Conference would be on practical grounds if the delegates incorporate the State Health Officer's recommendations in their objectives for reform in their several communities and contiguous areas.—Miami Herald

Governor Caldwell, speaking before Florida teachers at last week's convention in Tampa, says the current wave of prosperity isn't going to last forever. It seems pretty clear to most of us that the high wages and easy profits of the last few years, largely a product of the war, are destined for an early curtailment and the wise ones are those who will lay aside something now for a rainy day later on. Yet many people are spending money like mad as if they were sure there would always be plenty more where that came from. They will be the first ones to go on the WPA in the next depression.—Sanford Herald

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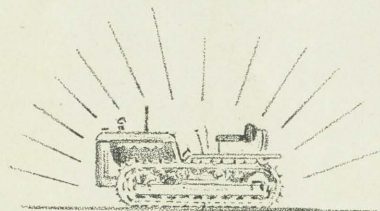
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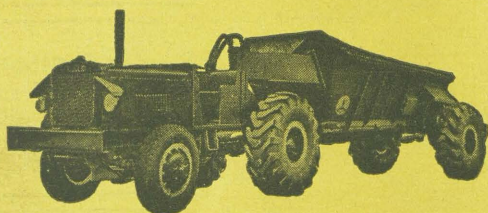
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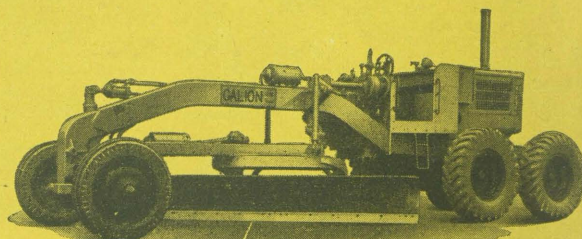
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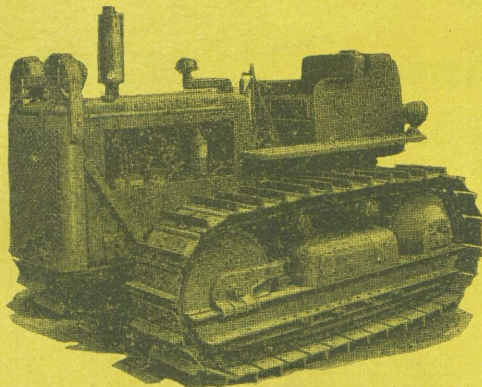
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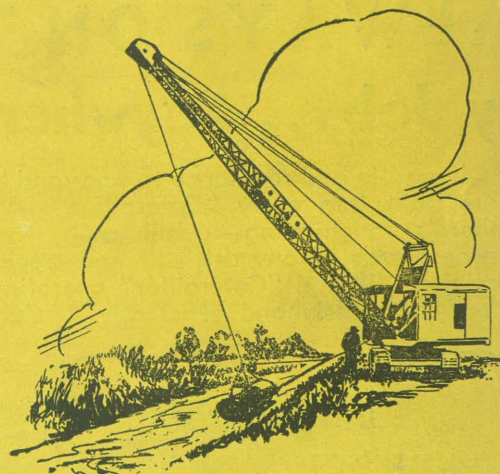
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